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April 1/8, 1968

RAILWAY AGE

THE TRANSPORTATION WEEKLY

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Passenger service: LONG HAUL TO NOWHERE ?

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Collins' new basic microwave design

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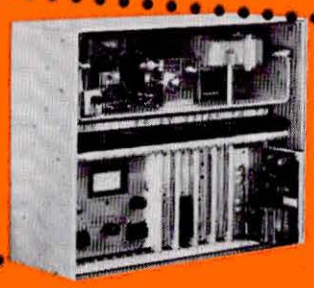
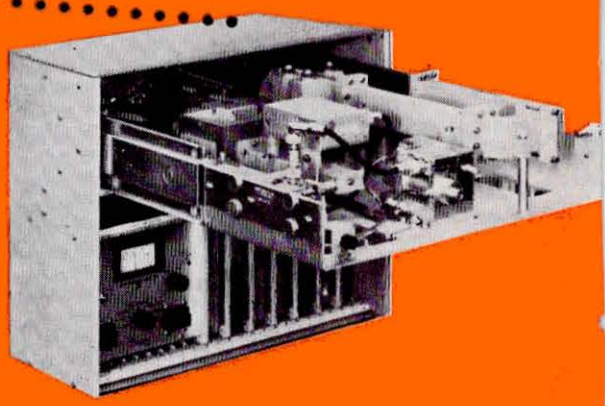
A new independent subsystem design is introduced in Collins' MW-109E (i-f heterodyne) and MW-108D (remodulating) series of microwave systems.

This new design – also incorporated in auxiliary equipment – greatly improves system reliability and simplifies ordering, plant engineering, system expansion, station rearrangements, and maintenance procedures.





The new subsystem approach completely separates electrical and mechanical functions of a system, making each subsystem (transmitter, receiver, and auxiliary equipment) an integral, self-contained package with its own power supply and with no dependence on other subsystems. This greatly enhances systems reliability for all types of protection techniques.

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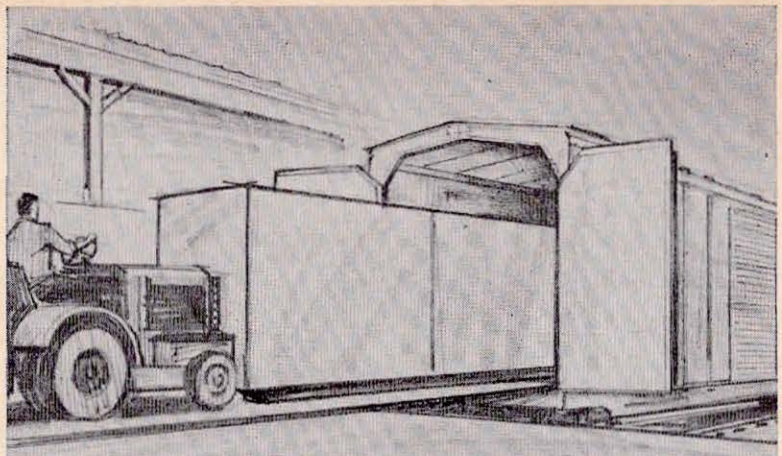

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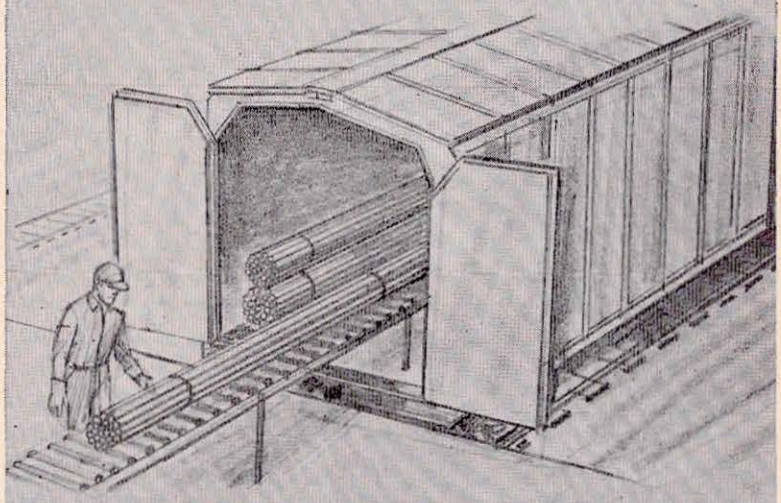

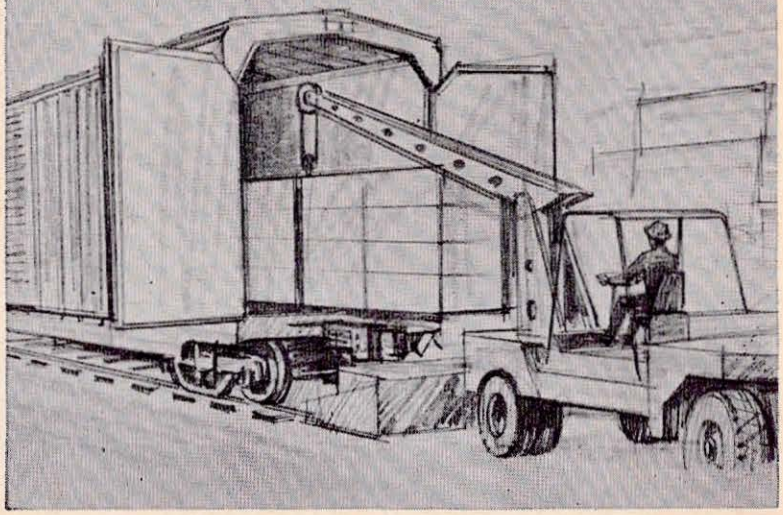

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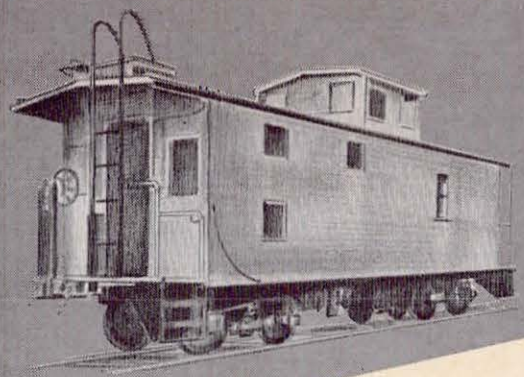

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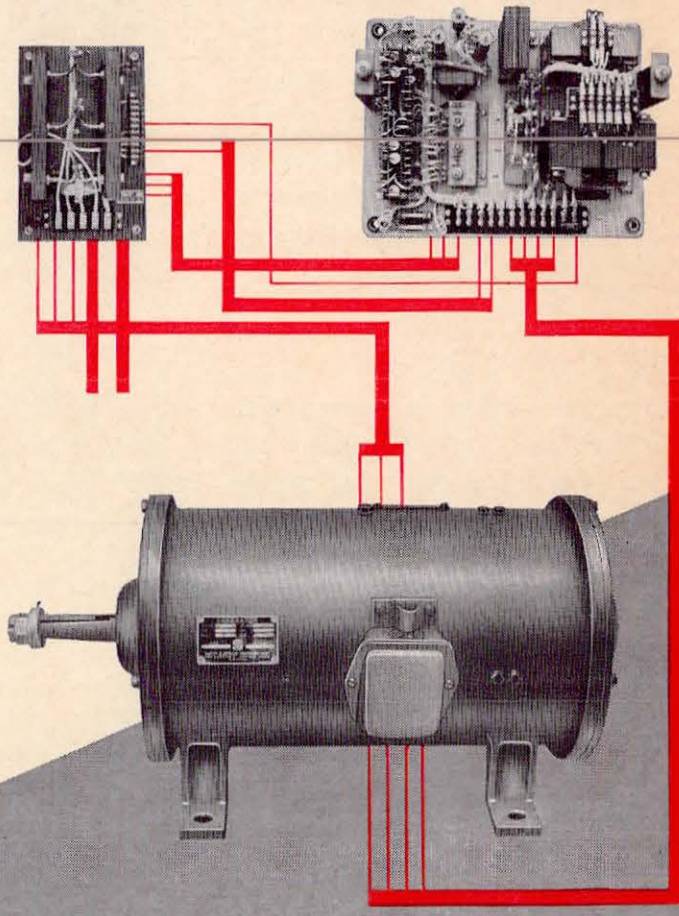
The Canadian National is installing the equipment on 150 cabooses. They are the first Railway in Canada to apply electrical equipment to cabooses.



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RAILWAY AGE

April 1/8, 1968 • Vol. 164, No. 13

THIS WEEK

24 "That wonderful mess on Market street"

What's going on at BART—and the story behind the digs.

PASSENGER SERVICE

28 Long haul to nowhere?

The odds appear to favor total abandonment—or subsidy.

32 Why the high-speed trains are late

Technical problems are delaying the new medium-haul trains.

52 Viewpoint—Who has a positive program?

Criticism isn't enough; it has to be constructive.

DEPARTMENTS

43	As the Editor Sees It	44	People in the News
45	Freight Carloadings	7	Short and Significant
41	Letters from Readers	44	Transit Personnel
12	Lines on Labor	52	Viewpoint
8	Monday Morning Report	34	Watching Washington
45	New Equipment	11	Week at a Glance
40	New Products Report	48	You Ought to Know

. . . AND COMING NEXT WEEK

Does closed-circuit television have a future on the railroads? In the April 15 issue, Railway Age examines past—and, more important, potential—uses of TV in all aspects of railroading. Also: How the Frisco uses a photo system to check clearances.

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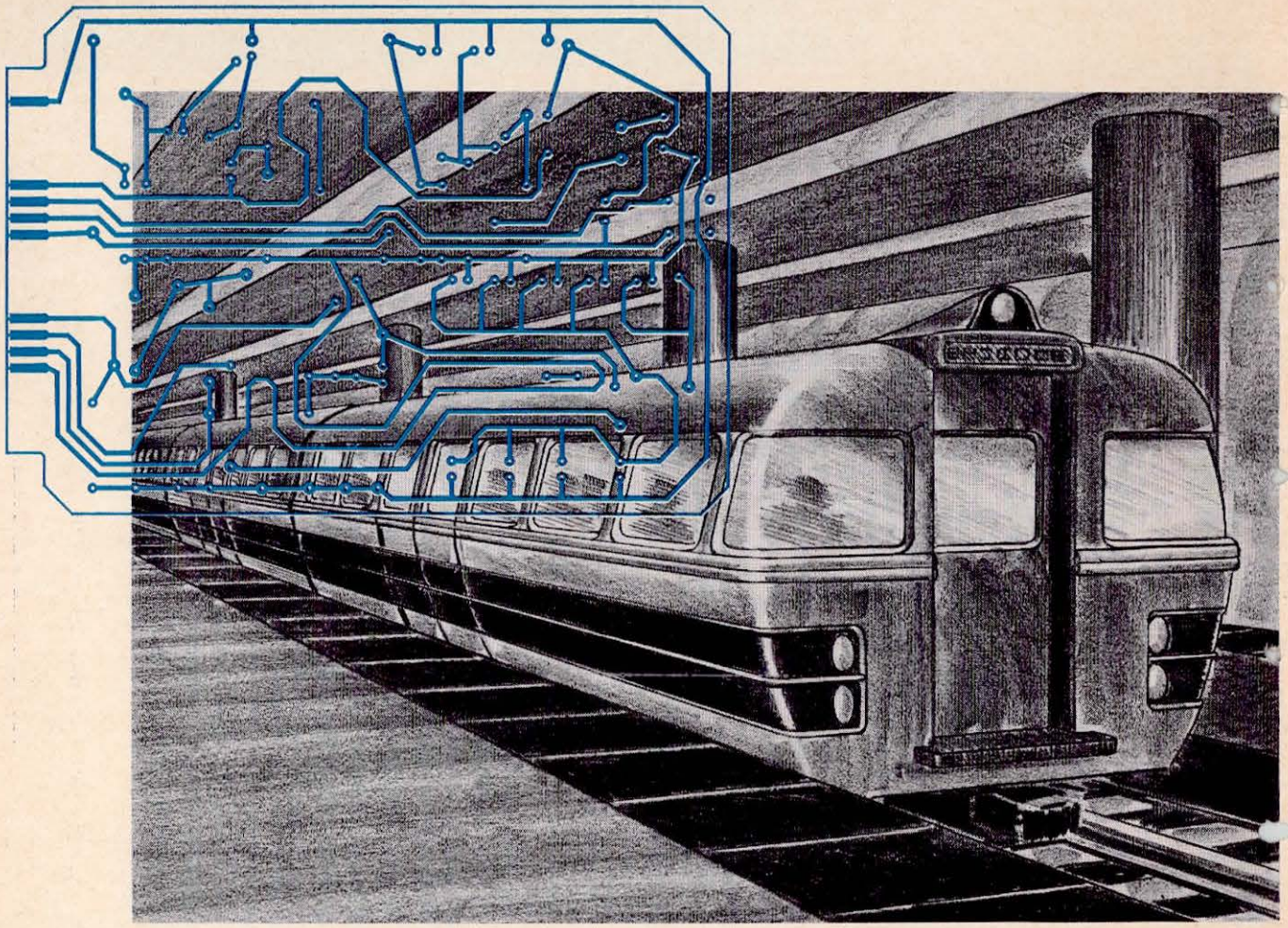

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SHORT AND SIGNIFICANT

8,000 new cars on tap in '68 for C&O/B&O The affiliated Chesapeake & Ohio/Baltimore & Ohio will acquire 8,000 new freight cars and 750 piggyback trailers as part of a $133-million capital spending program in 1968, President Gregory S. DeVine told shareholders meeting at the Greenbrier, White Sulphur Springs, W. Va. In 1967, the carriers invested $179 million in capital improvements. DeVine emphasized the importance of winning new rate increases if railroads are to implement their capital programs this year. A strong argument so far as C&O/B&O is concerned: Consolidated earnings for the first quarter of this year nosedived to $5.3 million—a 50% drop from 1967's first quarter net of $10.5 million.

Senate group to probe high-speed service delay Waiting for the train to arrive—in this case the high-speed rail service in the Northeast Corridor—is beginning to strain the patience of some members of Congress. Sen. Gordon Allott (R. Colo.) a member of the Transportation Appropriations Subcommittee, said his group will conduct an in-depth inquiry into the cause of the delay (see p. 32), calling in for hearings all of the principal parties involved. He said there has been a great deal of "buck passing" in attempting to explain the delay.

Poor & Company: It's going to be Portec, Inc. One of the best-known names in the railway supply business is being changed. Poor & Company stockholders will be asked April 24 to approve a change to Portec, Inc. Reason: Poor & Company, known by that name for 40 years, has been diversifying. The railroad supply field accounts for less than 50% of total volume now.

New Jersey gets funds for big transport center Construction of a $35-million transportation center in Jersey City, N. J., was assured last week with approval of a $17-million grant toward the project by the Department of Housing and Urban Development. The Journal Square Transportation Center will comprise two new station platforms capable of accommodating Port Authority Trans Hudson (PATH) trains up to 10 car lengths, a consolidated bus station, a concourse for PATH and bus passengers with space for consumer services, facilities for a PATH operations control center, and off-street parking for 640 private autos on three levels.

Pan-American Congress set for November The XII Pan American Railway Congress is now definitely scheduled to be held in Buenos Aires in November 1968. After many months of indecision, the President of the Republic has signed the necessary decree. Late last week the precise dates for the Congress had not been established, but it appeared likely that the sessions would begin Nov. 11 and continue for the better part of two weeks. The most recent Congress was held in Mexico City in 1963.

Governor Agnew backs state aid for rapid transit State financial assistance in building rapid transit facilities is "desirable and necessary," Maryland Governor Spiro T. Agnew asserted as he announced that he would establish a special committee to study methods of providing "meaningful state participation" in Maryland's rapid transit projects. Agnew said "the safety, comfort and convenience of the vast majority of Maryland citizens" demand the development of rapid transit in counties flanking the District of Columbia and in the Baltimore metropolitan area.

Dumaine leaves top positions on the D&H The Delaware & Hudson announced that Frederic C. Dumaine, Jr., who has been serving as chairman and president since last summer, has resigned. Reports in the press attributed Dumaine's leaving to a disagreement involving his opposition to the D&H's inclusion in the Norfolk & Western system.

MONDAY MORNING REPORT

FROM RI's LANGDON, A CRITICAL VIEW

Few men can know the problems of the railroads or of the railroad merger movement quite so well as Jervis Langdon, Jr. He was through it all once, with Baltimore & Ohio. But that was really only a prelude to what he and Rock Island are going through today, in the most complex and most confused merger case of them all. As a railroad chairman and president, he has a primary concern for the fate of his own company. As a lawyer, as a thoughtful student of transportation, he talks now of broader concerns.

RAILROADS—AND THE PROBLEMS OF WORKING TOGETHER

Langdon talks of per-diem, of divisions, of car distribution, of interline accounting and, predictably, of merger. He charges that individual railroads have proved themselves incapable of working together in harmony in many operations inherent to an integrated national transport system. Joint rail service he charges, has been costly and slow. And individual railroads, "in constantly fighting each other over the terms for conducting it, have been hurting themselves and destroying the integrity of the national system itself." Langdon does not expect intra-industry agreement in all cases. But, he contends, "instead of providing themselves with industry machinery for resolving internal disputes, the individual railroads race to the ICC, there to dump their protests, their grievances and their complaints."

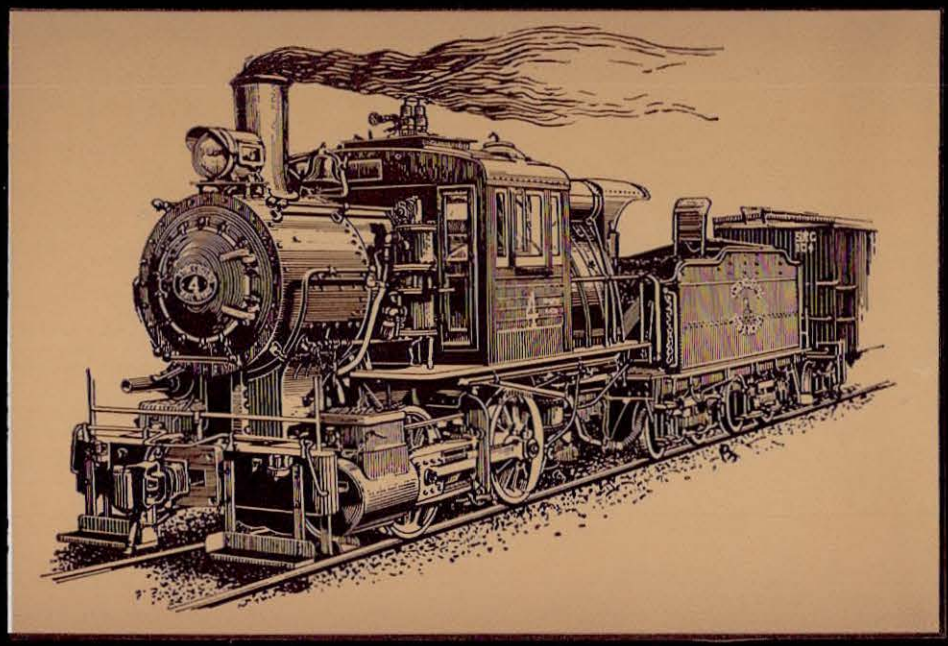
MERGER: IN DELAY, THE POTENTIAL FOR DISASTER?

Rock Island's chief is most concerned about merger: "The greatest potential for an efficient national railroad system lies in fewer railroads—far fewer." At the same time, he sees possible disaster if mergers cannot be achieved: "Unless the concept of system operation becomes real, individual railroads acting on their own may not be able to withstand the growing competitive pressures of the other forms of transportation—forms that are more disciplined than the railroads and that offer more effective competition every day. . . . If the individual railroad properties can do no better than to operate as they have in the past—an aggregate of quarreling entities with no real sense of national system responsibility—the continuance of private ownership and operation is open to serious question. . . . Even the larger and relatively more prosperous lines should realize that whether they like it or not, they can be no stronger in the long run than the industry of which they are a part."

PRIVATE DEBATE GOES PUBLIC: WHAT COMES NEXT?

The questions Langdon raises have long been debated—but usually in private. Yet to be measured is the impact of their being raised so publicly—and so forcefully.

Road to Paradise



There were few passengers to Paradise, Penna. until the Strasburg R. R. brought back steam. Now the shrill shriek of the whistle, black smoke puffing out over the cornfields, and waiting Amish buggies bring them by the thousands. Enough passengers to make Strasburg the site of Pennsylvania's proposed rail museum.

Only recently, in 1957, the country's second oldest railroad was petitioning for abandonment. Nobody much cared, because Strasburg had been struggling ever since all 4½ miles of track were laid in 1832.

But in nearby Lancaster, a few railroad buffs offered a vice presidency to anyone who would buy a share of Strasburg stock, and one year later, the full size, standard gauge hobby was theirs. You could hardly call it a railroad. The track hadn't been touched in 20 years, the only gasoline engine was inoperable, and rolling stock consisted of one box car. But it looked like a page right out of 1910, and that they liked. The following two years were busy ones. They repaired the track, the engine, and restored two old coaches found on backwater sidings of the Boston & Maine. Before long, tourists were filling the cars 4 days a week. Then on Labor Day 1960, after narrowly escaping the dismantler's torch, Strasburg's first steam engine in 34 years huffed into operation beside the road's authentic Victorian station.

Though the Strasburg hauled more passengers last year than in its first 127, almost every penny of profit has been put back into purchasing and rebuilding historic equipment. And you can still see a vice president taking tickets or firing up a lokie just for fun.

Strasburg's railroad business has prospered with a little imagination and a lot of hustle. So has ours. Good work is lengthening our list of parts, component and new car customers continually. Even though doing business with BFF is not a ride to Paradise, we think you'll profit from the trip.

For additional information on the "Road to Paradise", write direct to:

Strasburg Railroad

P.O. Box 96, Strasburg, Pa.

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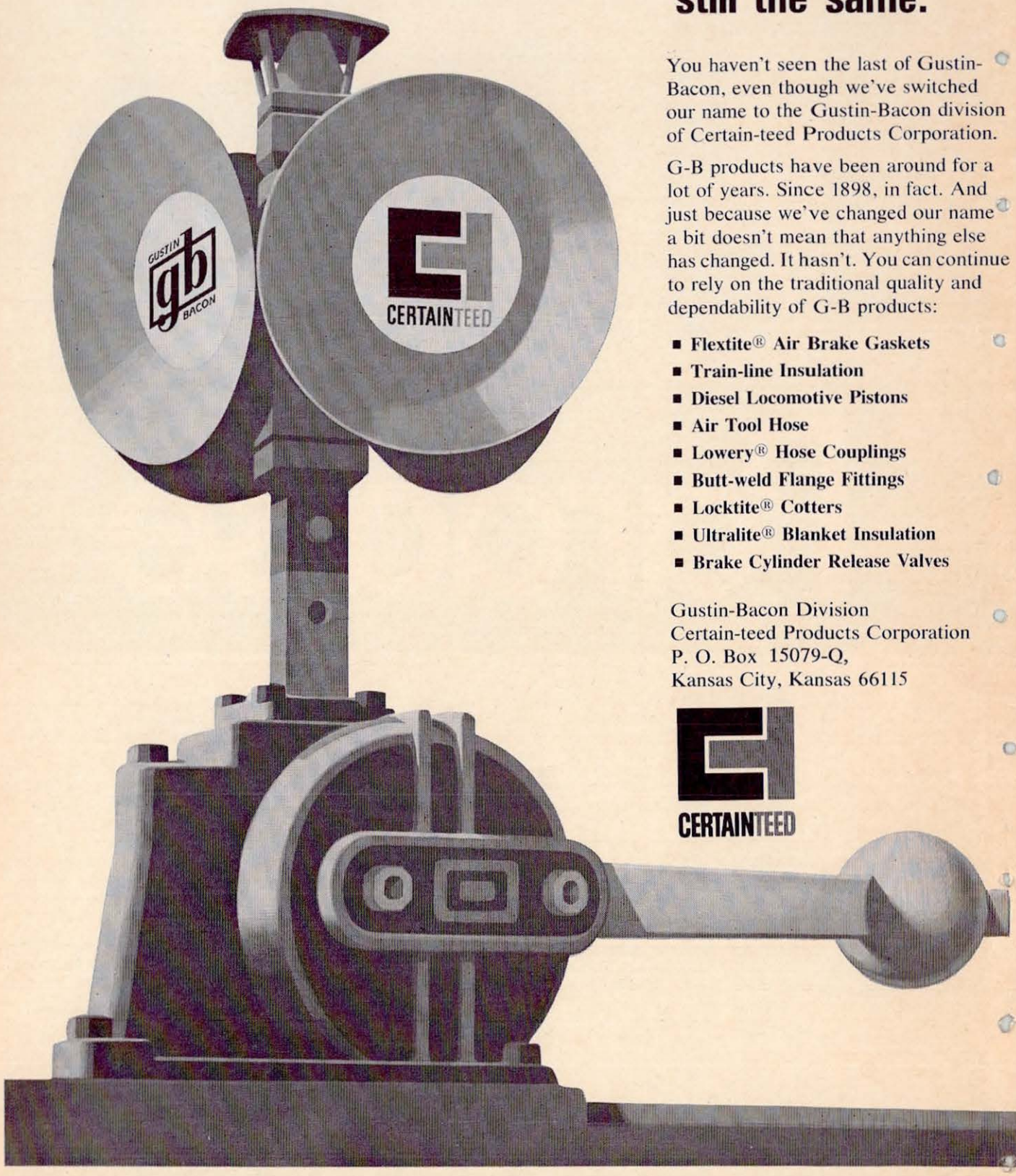

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RAILWAY AGE
THE TRANSPORTATION WEEKLY
April 1/8, 1968

WEEK AT A GLANCE

Railroad officers make plea to ICC for rate hike

The Interstate Commerce Commission has been told that unless the railroads get essential increases in freight rates and charges the industry will not be able to meet the needs of the nation's commerce and national defense.

Chief executives of 15 major roads made the appeal, urging the Commission to approve the increases requested under Ex Parte 259. Citing low earnings, accelerating labor costs, and spiraling material prices, the rail officers pointed out that tight cost control measures have failed to take the financial pressure off many railroads, and that the increases have become absolutely essential to solvent operations.

Meanwhile, shipper opposition to the requested rate increases was building up. The National Industrial Traffic League has joined other shipper interests in asking that the tariff, now published to become effective May 27, be suspended and that more time be given for filing opposition papers.

Shippers expect hike in loadings in second quarter

Second quarter railroad carloadings are expected to reach 6.8 million—up 3.2% over the corresponding period last year, according to estimates of the 13 Regional Shippers Advisory Boards. The second quarter showing would mean an increase of about 5.5% for all rail freight traffic in terms of ton miles.

Ten boards forecast increases in traffic, while three see a down turn in loadings ahead—the New England, Central Western and Pacific Coast boards. Biggest increase in traffic is expected in Allegheny Board territory (7.5%).

Automobile and truck traffic over the rails will show the greatest improvement among commodities, with an anticipated hike of 13% over last year. Next leading growth categories will be iron and steel, at 11.5%, and vehicle parts (including combat vehicles and parts for the Vietnam war), up 8%.

Builders get New Haven car specs

Ten carbuilders—American, Japanese, Belgian, Canadian and British — have been asked to submit comments and suggestions on preliminary specifications sent to them for 144 new high-speed electric commuter cars (see sketch) for the New Haven.

The 175-page spec book is being circulated by the Metropolitan Transportation Authority and the Connecticut Transportation Authority, the two groups concerned with upgrading the railroad's New York commuter service with the aid of a $28.4 million federal grant.

The general specifications are similar to those for 270 cars being built for the Long Island. The New Haven cars, however, would be adapted to operate under both a catenary system and a third rail source. The 85-foot, 122-passenger cars will be arranged in two-car units.

'67 rail earnings dropped lower than early forecasts

Railroad net operating earnings dropped by 35% in 1967, a sharper decline than had been anticipated in preliminary figures. The AAR reported that net operating income for Class I carriers dropped from $1,048 million in 1966 to $677 million last year. Rate of return on investment was 2.45%, lowest since 1961. Income after fixed charges—and after recording income from non-transportation sources — amounted to $555 million in 1967, a drop of 39%. Of 76 Class I railroads, 20 operated at a loss—13 in the Eastern District, one in the Southern District, and six in the Western District.

GUS WELTY

LINES ON LABOR

IT TOOK AN ACT OF CONGRESS, five years ago, to enable railroads to begin trimming unnecessary jobs out of train operations. It may take another Act of Congress to prevent unions from getting most of those jobs back, this year and next.

LOOK AT THE RECORD. By striking three railroads, the Brotherhood of Railroad Trainmen scored what shapes up as a major victory. If the BRT continues to fight off small chunks of the industry, its successes may well continue. Coming up fast is the Brotherhood of Locomotive Firemen & Enginemen. And the BLF&E is every bit as dedicated to getting firemen's jobs reinstated as the BRT is to putting additional trainmen back aboard.

ARE THE RAILROADS POWERLESS? Not really. But momentum, right now, is with the unions. For one thing, this "son of featherbedding" sequel has come a long way without getting much public attention or, for that matter, much governmental attention. People who depend on rail service —and that is still just about everybody—don't know much about the dispute. More to the point, they don't know what it is going to cost them if the organizations come up winners.

FOUR RAILROADS, at the moment, are bearing the brunt of the BRT drive — Illinois Central, Louisville & Nashville, Kansas City Southern and Chicago & North Western. In the actions they are taking may lie a long-range hope for industry success. To put the case briefly, train-service employees working one-brakeman or one-helper crews are being offered an allowance of roughly $3.40 a day. This, the railroads contend, is a meaningful sharing of benefits with working employees—and the employees are being told about it, directly. On an annual basis, the offer would give them between $900 and $1,050 in additional pay.

AT THIS POINT, reaction might best be described as mixed. One BRT general chairman, for instance, fired back a letter rejecting the offer, calling it "contrary to the policy of this organization." But on the same railroad, the Order of Railway Conductors & Brakemen signed a memorandum of agreement, accepting the proposal. And over-all, the reaction of the individual employee seems to be one of interest —in bettering his own position, not particularly in loading up the roster with strangers.

LBJ's decision: Little effect on railroads

President Johnson's bombshell announcement last week that he will not seek renomination is not expected to materially change the political climate for railroads. As most observers see it, the decision is not apt to change the consist of Congress—where transport legislation is shaped up.

A new President, however, will very likely mean a new Secretary of Transportation. And the railroads will be sorry to see Alan S. Boyd go. The industry has admired Boyd's toughmindedness about remaining on what he considers the right road to development of sound transport policy.

As most observers see it, the fate of any of the President's recommendations in the days ahead will depend on how much attention Congress will pay to a chief executive who will be vacating the White House in January.

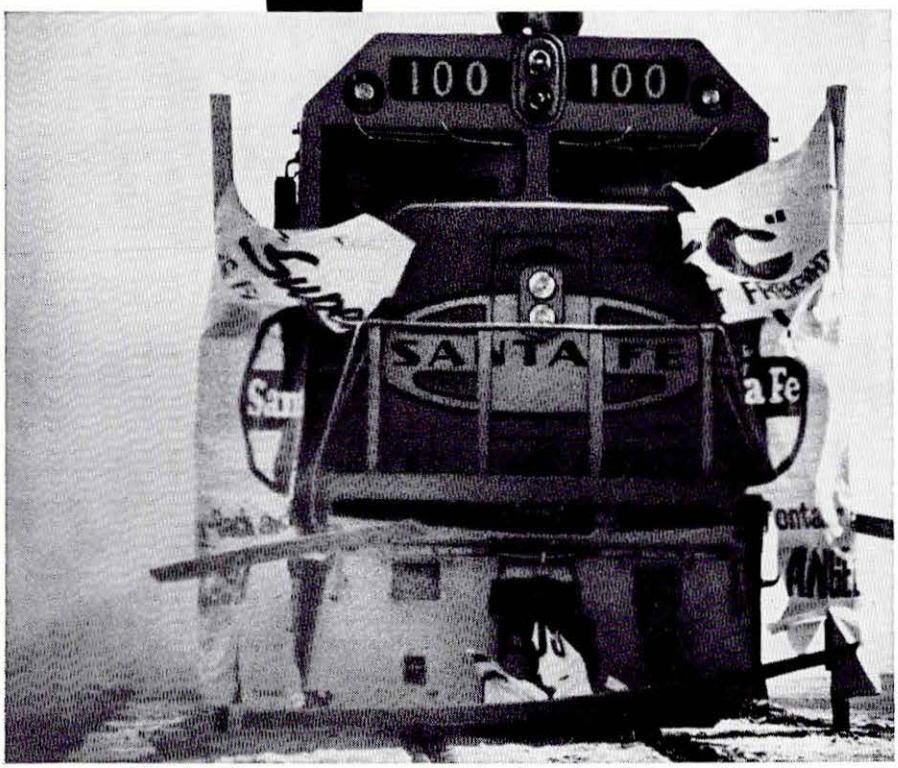
Monon, L&N directors agree on merger plan

Louisville & Nashville may get two direct entries to Chicago, not just one. L&N already has a purchase/joint-ownership agreement with Chicago & Eastern Illinois which provides for a route into Chicago via the Evansville, Ind., gateway (RA, March 18, p. 11). Now, Monon and L&N directors have agreed in principle on a merger which would provide a through route via the Louisville gateway. Such a consolidation would also (1) provide a home for Monon, one of the few mid-western roads still without some affiliation; (2) eliminate possible Monon opposition to the L&N-CEI arrangement; and (3) appear to block formation of any other direct Chicago-Southeast route.

Instead of GNP&B, something shorter

Great Northern Pacific & Burlington Lines was a descriptive but hardly practical name for the five-road Northern Lines consolidation. Most observers figured the merged company would be known around the industry as Burlington, or perhaps the Northerns. And now the decision has been made official: The new railroad will be Burlington Northern Inc. From a corporate identification standpoint, it won't be a "railway" or a "railroad," and even the word "lines" will be dropped.

Market opener.



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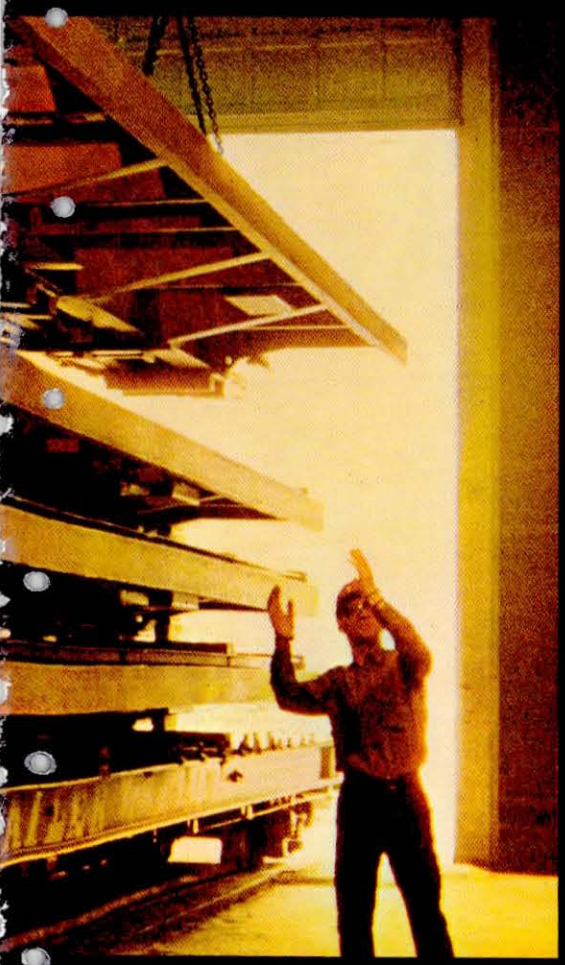
Guess who just closed the car parts gap.

Right.



Pullman-Standard now has a full-time assembly line that does only one thing: builds rail car parts.

Only a railroad man can appreciate what this means.

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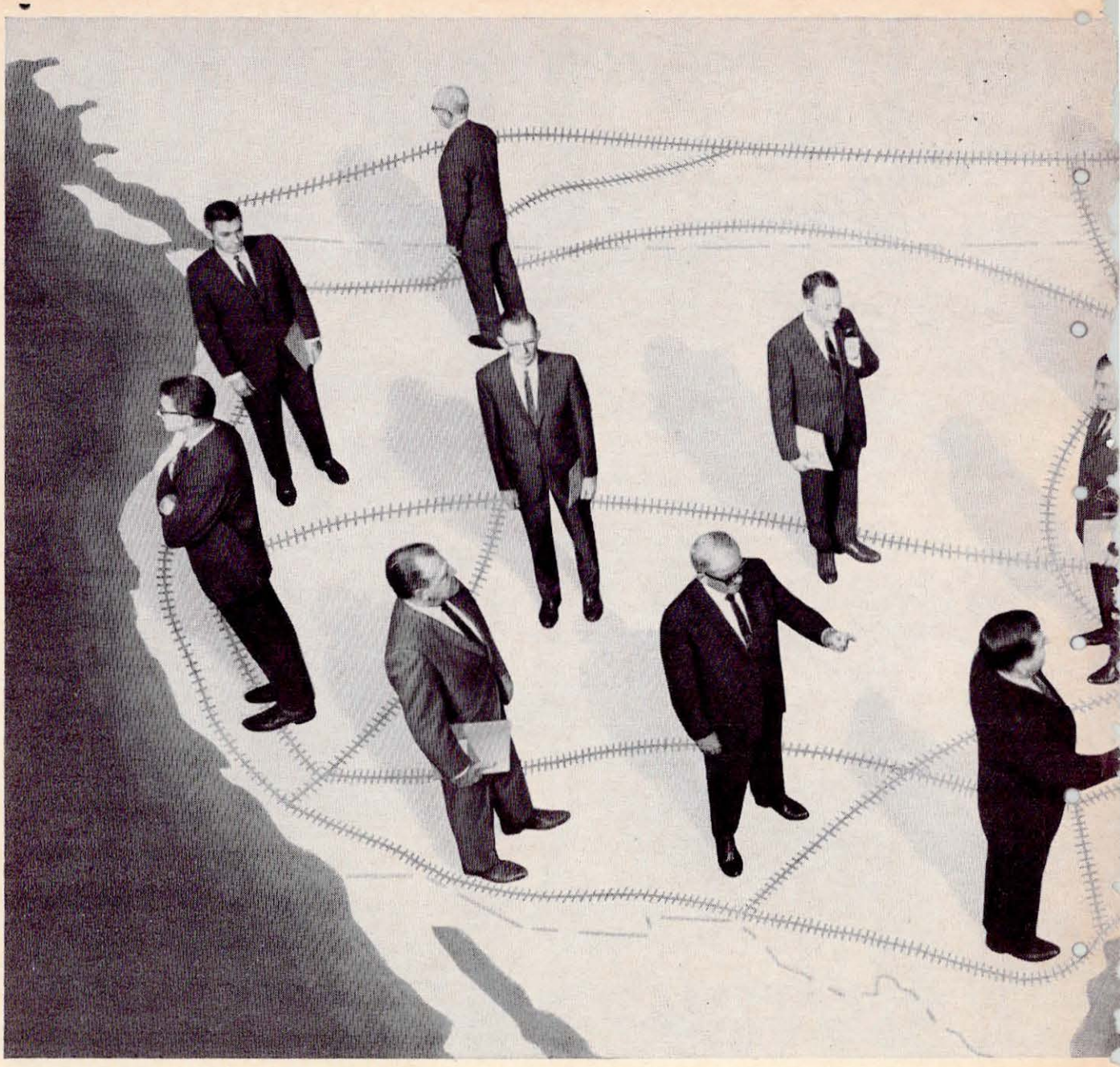

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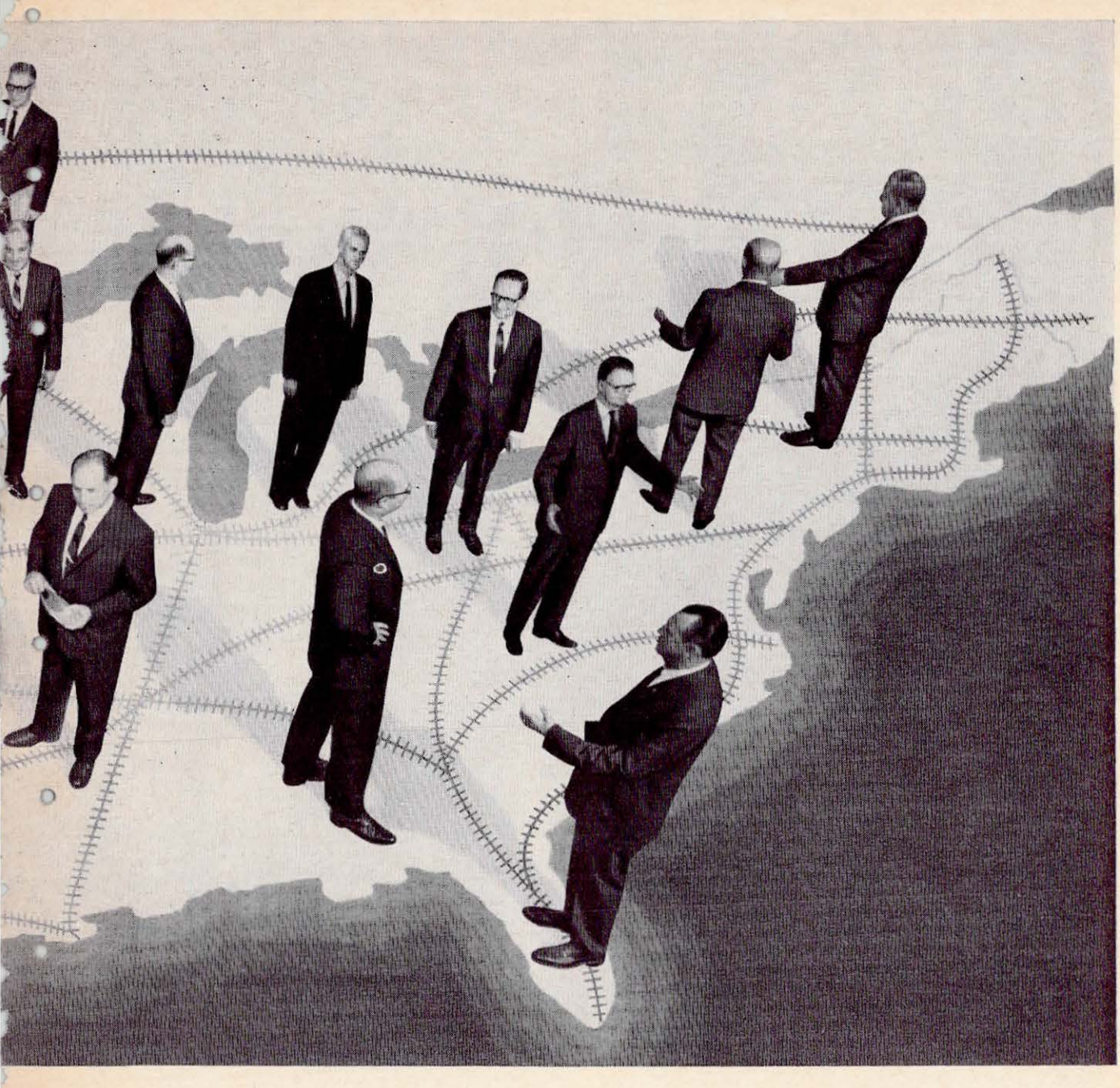

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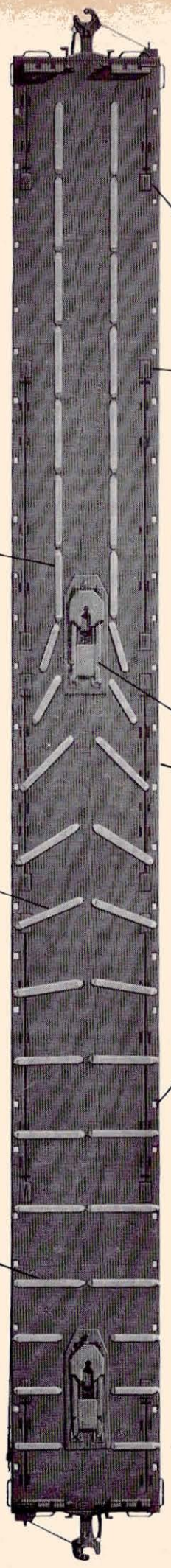
The multi-service flat car.

Now there's a flat car that can be converted to handle TOFC, COFC, or bulk ladings in less than 15 minutes. And only ACF has it. The new VERSA-DECK flat car. VERSA-DECK makes every mile pay. Ship in one direction with one payload. Return with another. Time-consuming conversions between uses which once took days now can be done in minutes. ACF designed the 89′ VERSA-DECK with a flexibility greater than that of any other flat car.



It's a container car. Pedestals can be quickly raised for COFC service. And they adjust to accommodate any length container. Stored, they lie flush with the deck to permit trailer loading.

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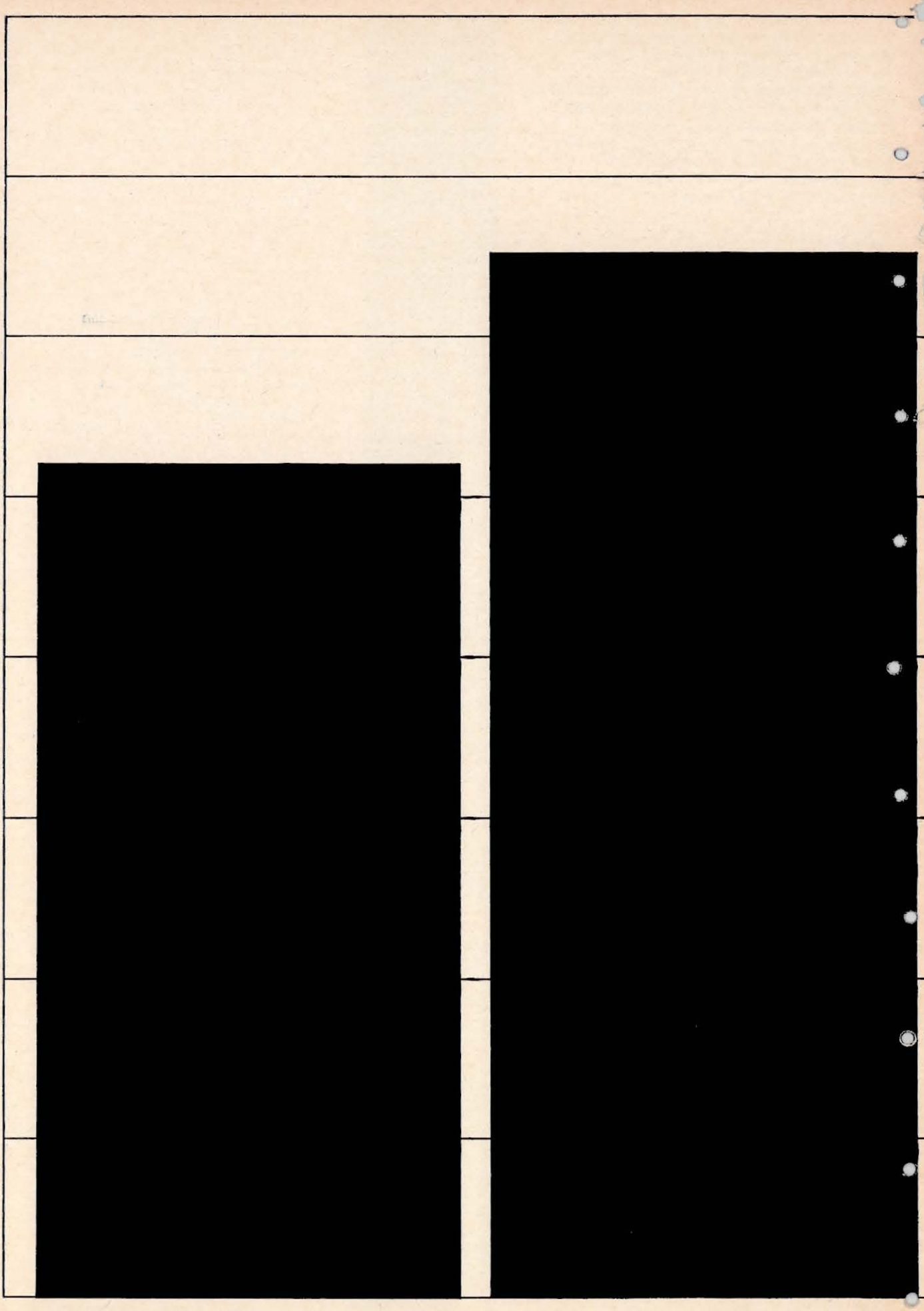
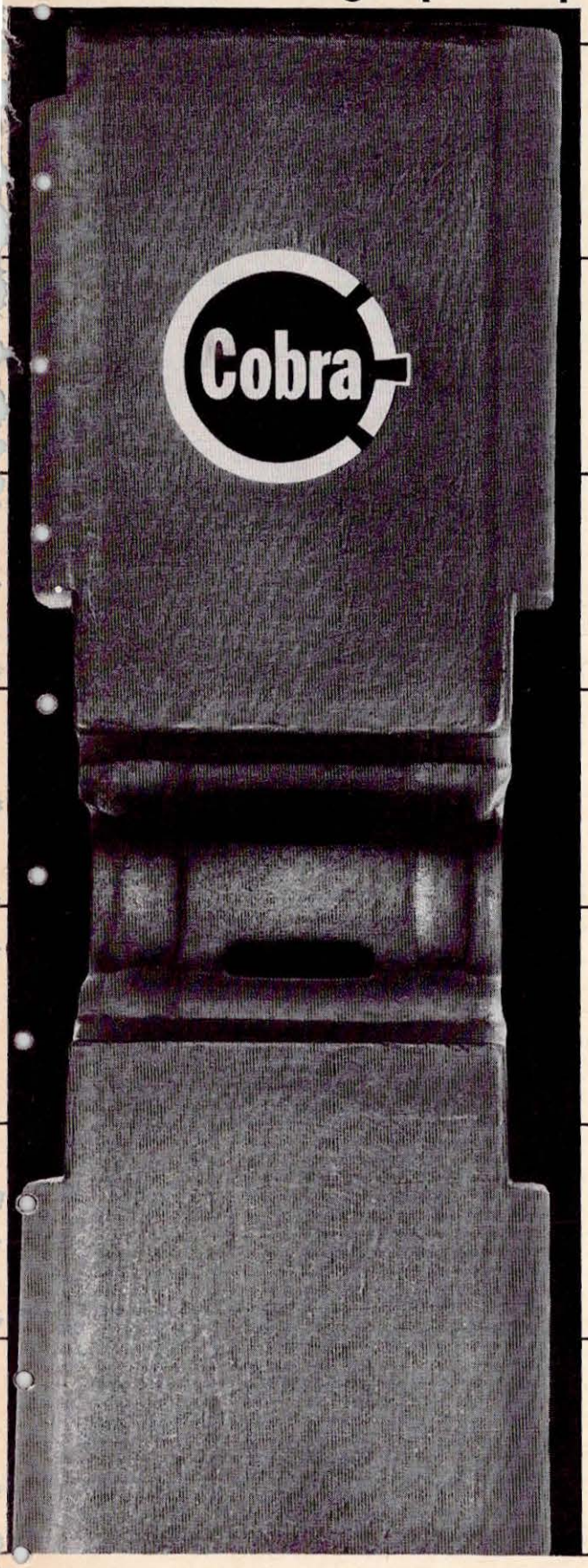


Cobra® Shoe sales go up and up.



So now the price goes down.

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In thirteen years, Cobra Shoe applications have grown to over 180,000 cars —most are high capacity, high utilization cars. The fact is, most high revenue-producing cars are equipped with Cobra Shoes. But that's understandable: Cobra Shoes give the uniform retarding force and smoother train handling that reduce lading damage and maintenance costs. And of course Cobra Shoes outlast any other brake shoes and give longer wheel life so they have the lowest brake shoe costs per mile. Now the economic picture is even brighter—the cost of Cobra Shoes has been reduced. Obviously we're betting on continued growth.

No one can match Cobra Shoes' engineering services or the performance record of billions of miles of in-service experience. A leader from the beginning, Cobra Shoes are the product of the combined facilities of the Westinghouse Air Brake Company and the Johns-Manville Corporation.

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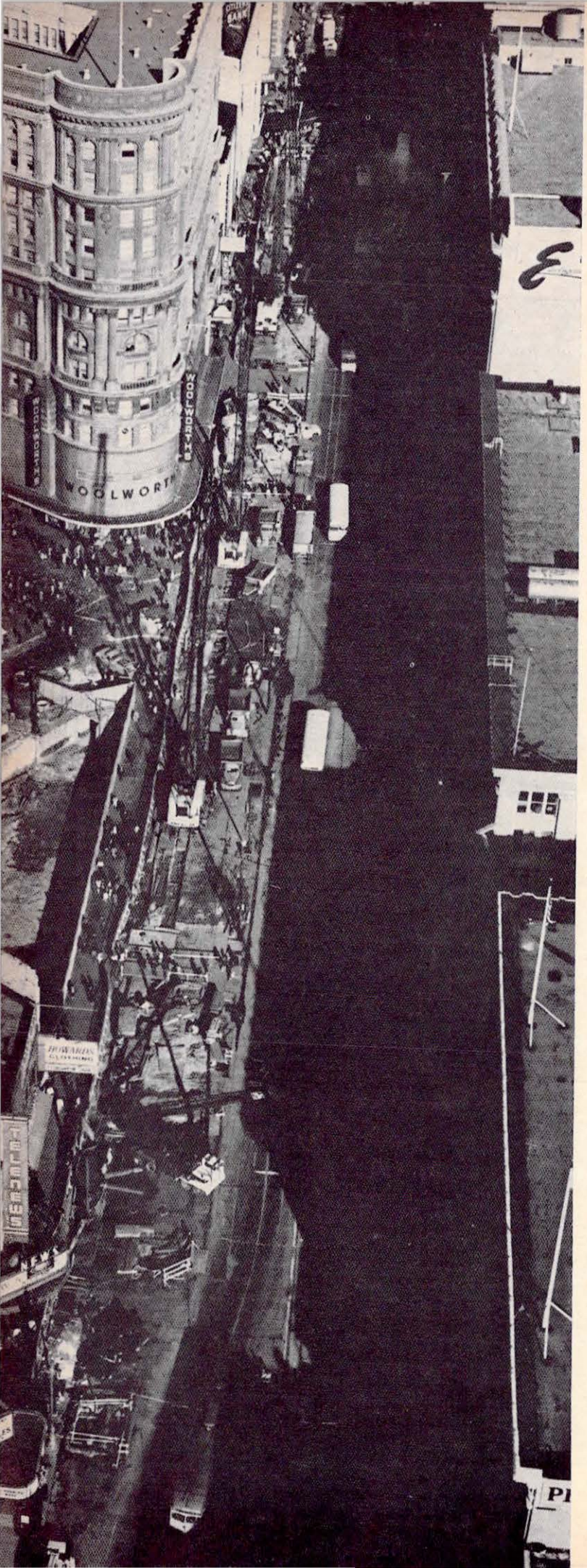


SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
SAN FRANCISCO MARKET STREET LINE
SUBWAY STRUCTURE CIVIC CENTER STATION

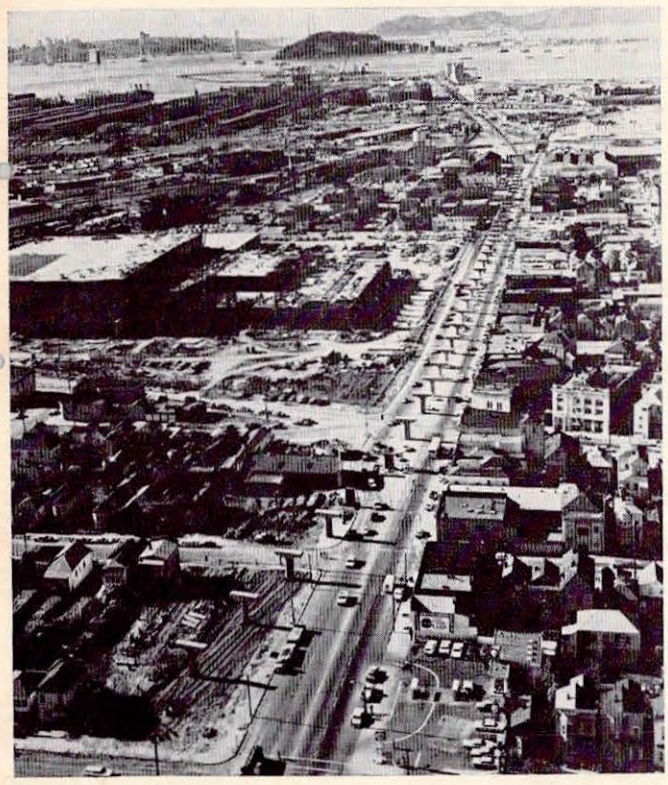
Walk now, ride later

Best way to get around the hectic subway-building scene at Powell and Market streets, San Francisco (left) is to walk (above). Private vehicles are banned on some stretches.

"That wonderful mess on Market street"

That's how one transit-minded railway supplier described the bustling—and sometimes disruptive—activity that has come to the surface in downtown San Francisco as a result of construction of the $1.1-billion Bay Area Rapid Transit system. But while many San Franciscans might select other words to describe their feelings about the detours, noise, dust and dirt, most take comfort in knowing that it's all for a good cause. Completion of the 75-mile subway-elevated system (60 miles are now under contract) will mean 50-80-mph trips between downtown and the outlying areas, and desperately-needed relief for jammed expressways.

BART takes the plunge
One of the 57 sections of tube that will carry rapid transit trains under San Francisco Bay is lowered into place by a giant catamaran barge.



Up, up and away
When the new BART lines emerge from under the Bay (background) they will take to the air on the Oakland side on a T-supported structure (foreground).

Ready and waiting
Aerial structures in the city of Albany (right) are completed and awaiting the first trains. Park areas along right of way were paid for with federal grant.

. . . . OTHER CITIES, PLEASE COPY ►

RAILWAY AGE ASKS BILL STOKES:

What can others learn from BART?

All the transit plans in the world aren't worth five cents unless the money can be found to implement them. Bay Area planners found the money—at the polls. How were voters persuaded to put up the great sums necessary to build the BART system? In view of the difficulties being encountered by others as they approach (and stumble over) the crucial financing phase, this question is more timely today than ever. In a search for some answers, Railway Age Editor Luther Miller and Transit Editor Joe Asher talked with B. R. (Bill) Stokes, general manager of BART.

Q. Seattle recently defeated a $385-million transit bond issue. But in the Bay Area, a $792-million transit bond issue was passed on the first try. Without wanting to Monday-morning-quarterback Seattle, what do you think you did right in San Francisco?

A. First of all, we recognized the importance of public information from the very beginning—we recognized that it's at least as important as the engineering and the financial planning, because without a public information program, on a sustained and continuing basis, you can't hope to educate the public who in the final instance must approve the vast sums of money that are necessary. In the final report to the Legislature, the Rapid Transit Commission—which preceded the formation of the Bay Area Rapid Transit District—included in its major recommendations a continuing public information program, well-financed, well-staffed, well thought-out, well-conducted.

Q. How far ahead of the actual vote did this program begin?

A. Four years. When our district was set up in 1957, the Legislature gave it authority to levy a property tax for planning of up to 5 cents per $100 of assessed value. So between 1957 and the time of our bond vote we levied taxes to support a public information staff and a public information program, just as we did for engineering studies and financial planning. It's absolutely essential. And you can't do any of these things in a helluva hurry. In the Bay Area, we've been working for rapid transit since 1951 on a formal basis. The District was formed in 1957. We didn't get a successful bond vote until 1962—11 years after the first formal organization.

Q. Do you think that's about as fast as you can move?

A. Not at all. It's taken us a long time because we *were* the first—we were breaking new ground. I think other areas ought to be able to compress this time considerably if they will only take the time to find out what we have done right and what we have done wrong.

Q. How did you combat opposition to the idea of rapid transit?

A. We really had no organized opposition. There were small groups who opposed it on the basis of cost, and there were those who used the old shibboleth that the Californian is so wedded to his automobile that he will never ride public transit. But we had no organized opposition from automobile-oriented groups—and I think this came from the continual driving-home during the information campaign, and during the campaign waged by a citizens committee just before the election itself, that we regarded rapid transit as only one part of the answer to Bay Area transportation problems. We did not knock the automobile. We did not try to raid automobile funds. The first plank in our platform was for full and continuing development of automobile facilities. The California State Automobile Association endorsed and lobbied for the bill which committed Bay Bridge toll funds to build the trans-Bay tube. The Standard Oil Company of California actively supported the bond issue, taking the position that you can't sell gasoline to automobiles which can't move.

Q. What would you do differently if you had it to do all over again?

A. I don't know that we would do anything differently, but we would do everything better. Any public information campaign is only as good as your specific objectives. You must have reasons for doing everything you do. It can't be a happenstance affair. We took this approach, and I think we could probably improve on the specifics of our program. One thing we would concentrate more on is the face-to-face meeting. We found this to be the most useful approach. In programs as complex as these, you can't hope in a speech of 10 or 15 or 20 minutes to cover everything. But if you hold the speech short, and then allow people to ask the questions that bother them, you produce a give-and-take that we found extremely valuable.

Q. How effective was the citizens committee?

A. The committee ran a well-financed campaign—something over $200,000, to buy billboards and bumper stickers, to buy radio and TV time, and newspaper advertisements, to gather endorsements. This was strictly a six-weeks, hard-hitting, hard-sell campaign that did all of the things that we could not do as a public agency. For instance, we never said vote yes; we provided the facts, so that an intelligent voter could make an intelligent decision. But the citizens committee did say, repeatedly and effectively, "Vote yes on Proposition A."

Q. Apart from the citizens committee's efforts, what was the cost of the District's information campaign over the four years leading up to the vote?

A. I would suppose we spent between $100,000 and $200,000. It involved the salaries of three full-time people, plus brochures, photo work, a monthly information bulletin, news releases, and several hundred personal appearances before groups throughout the Bay Area.

Q. Why, in your view, has Los Angeles been so slow to do what San Francisco has already done?

A. Los Angeles was organized as an Authority at the same time we were organized as a District. One of the big

drawbacks initially was that the members of the Authority were not locally appointed, and therefore could be viewed as being something on the order of carpetbaggers. Secondly, Los Angeles was bogged down for a long time in the idea that the massive capital financing required for the physical facilities of a new rapid transit system can somehow come from the fare box. There has now been a reorganization of the Authority, and I think they have taken a more realistic attitude toward financing, although they don't have any specific source yet. Los Angeles sooner or later must agree on a specific financing plan, and begin to show the people of the Los Angeles area why they should spend their money this way and what they are going to get for it.

Q. Being a trail-blazer, BART has experienced certain well-known difficulties. Do you feel this might have adversely affected transit's chances in other areas?

A. Those who oppose rapid transit—and there seems to be a little league of hate-rapid-transit people that have some sort of communications network all over the country—these people will seize upon anything to support their position. They peddle half-information and outright lies. We had this kind of opponent in the Bay Area; they just never could get organized. Again, this is one of the values of a good public information campaign that is built on complete honesty and objectivity. We said so many bad things about ourselves—what it was going to cost, how long it was going to take to pay off—that there really wasn't much else anyone could say about us. We broke down the tax rate to what it would cost an average guy with a $16,000 home or a $20,000 home, and the fact that he was going to have to be paying this for a good long period of time.

Q. You obviously described, also, the positive factors. What were these, as they affected most people?

A. There are certain attributes of the Bay Area, topographically speaking, that most of its residents want to protect. We made the point that we did have a good system of freeways but with a growing population it would be necessary to desecrate some of our natural wonders if we were going to continue to concentrate on the automobile alone. We emphasized that by following the same natural corridors the freeway builders had followed, we could provide vastly increased capacity, preserve the beauty of the area, and make it possible for people to live anywhere they wanted to live in the area and work anywhere they wanted to work. We pointed out that we were going to spend money on transportation one way or another—either we were going to spend it on freeways alone, and the cost of the second would be far greater, in terms of both money and the use of valuable land, than the combination of the two. We provided a factual and continuing source of information. It made sense to the voters, and it still does. I think we have the great support of the people in the Bay Area today, without any question—despite the disruption we're causing, despite our money problems, despite the criticism that some media have levelled against us.

Q. Did you run into any difficulty with existing transit interests?

A. No. Our definition of balanced transportation included the use of buses and the cable cars and trolley coaches or whatever was required to augment and supplement what we were going to do. We never made the claim that we were the end-all and be-all of transportation solutions—simply that we were a missing link, but an important missing link.

Q. How can the transit industry as a whole—trade associations and suppliers—function in these local promotional campaigns?

A. I think the industry associations leave something to be desired right now in their effectiveness. For instance I think the Institute for Rapid Transit—of which I am a board member—has sufficient prestige and expertise and experience, through operator members, to become a major factor. When the nuts climb out of the woodwork, you need some group to provide ready, fast, authoritative answers. The associations could do this job if they were better equipped and organized; I don't think they are at the moment.

Q. What can suppliers do on their own?

A. Suppliers always run the risk of being accused of ulterior motives—though I don't think they're ulterior at all: on the face of it the suppliers are trying to create a better market for the things they make. Suppliers can be and should be a big element in these campaigns, both as entrepreneurs manufacturing certain products and as corporate citizens who because of their involvement and their nationwide interests can do an effective job. For instance, the General Electric Co., in a long continuing program that dates back into the 1950's, was of tremendous assistance long before I came on the scene. Since that time many other corporations have done a good job, too—for example, WABCO and General Railway Signal.

Q. Do you sense a diminution of interest on the part of suppliers in promoting the transit market?

A. Not really. The recent third International Conference on Urban Transportation in Pittsburgh, for example, was evidence that some of this country's biggest corporations *are* interested in promoting transit and are willing to devote time and money to the effort. If some suppliers are backing away simply because they have lost an order, I think this would be a great example of short-sightedness. The suppliers have got to create a bigger pie so that there's more opportunity for a second helping. To paraphrase Jesse Unruh, money is the mother's milk of rapid transit—and those with a stake in the field have to provide it.

Q. Has the transit industry, in your opinion, done a sufficiently good job in Washington ?

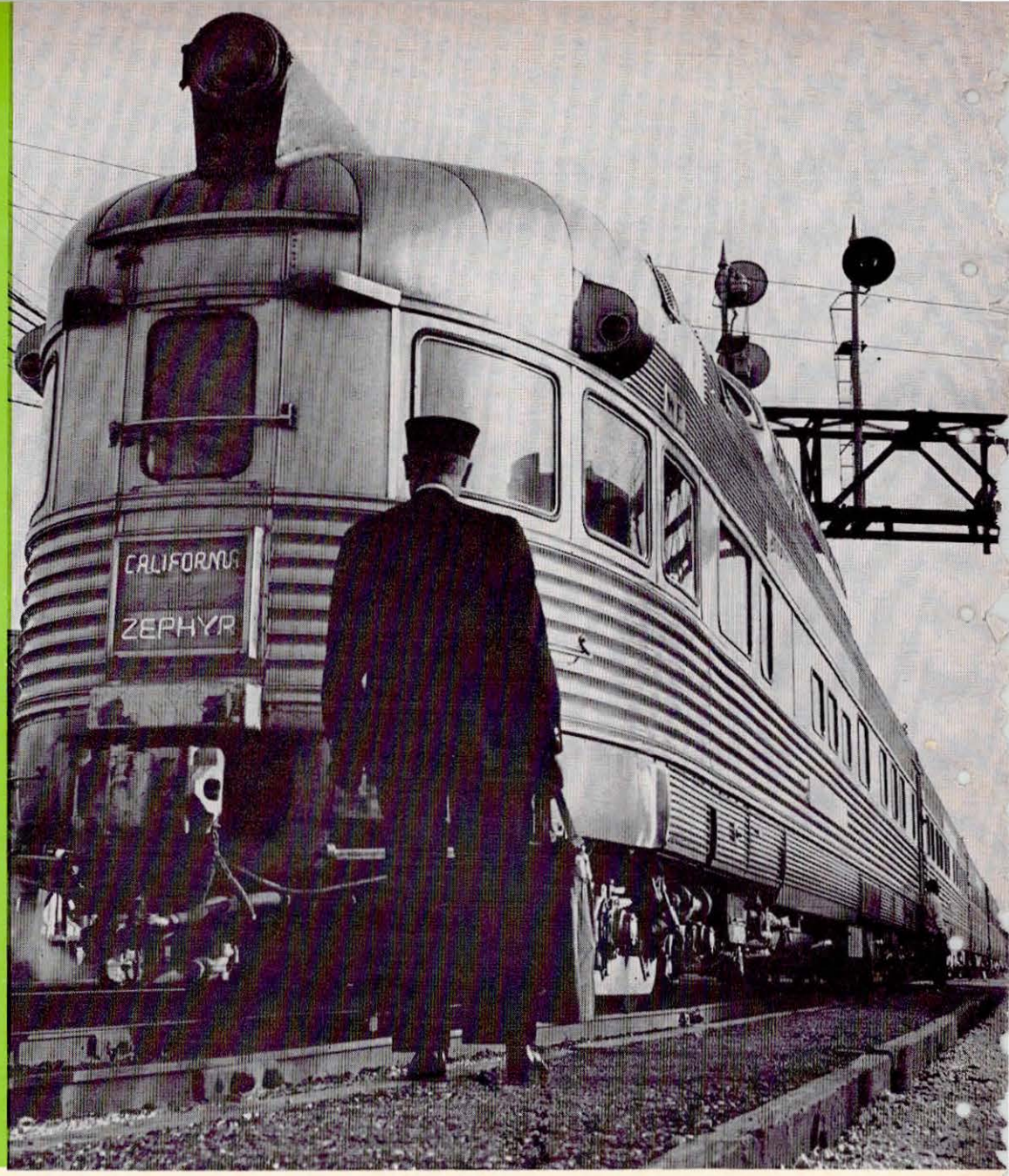
A. I don't think anybody's done a good enough job in Washington or we still wouldn't be having $175 million or $190 million appropriations. There was a unified initial effort to get the original mass transit legislation passed—but since that time we've had a diffused and unorganized attack that hasn't done the job that should be done. This is one of the reasons why I have recommended the relocation of IRT in Washington, with a new emphasis on the federal government role. Until we can claim a contining source of financing, I don't think we've done a good enough job.

Q. What are the prospects for bringing in additional transit systems in the years immediately ahead?

A. A lot depends on the Vietnam war. I'm speaking not either as a proponent or an opponent of our effort in Vietnam—I'm merely saying that Vietnam plus inflation makes it almost impossible to come up with a federal funding source on a continuing basis that's meaningful. Secondly, I think the states have shirked their responsibilities horribly in not providing local financing on state-wide bases. New York is a wonderful exception.

Q. Have you any parting suggestions for Seattle and other areas in the nation that are still fighting the battle you have won?

A. Just this: We went into our own bond election in 1962 with the idea that we might have to lose once to win. As it happened, we won the first time around. I think that in Seattle, Los Angeles, Atlanta—and other areas—it may take two campaigns to really get the kind of landslide majorities that are required to pass these issues. ■



"It is now time to allow this symbol of the past [California Zephyr, right] to come to its final resting place before it effectively impairs the ability of WP to perform its primary public duties and responsibilities."

—Western Pacific

LONG HAUL TO NOWHERE?

By GUS WELTY, Senior Editor

There is no such thing as "the railroad passenger business." To an increasing number of roads, long-haul passenger business is something that is only remembered, and not too fondly. To others, it is a still-present problem which may soon be resolved. To a very few, it is an area of business that offers hope for some measure of success.

There is, however, a "railroad passenger problem"—perhaps artificially-created and artificially-maintained, but still apparently real. If it were not real, people like Federal Railroad Administrator A. Scheffer Lang would not find it possible to go before audiences and make statements like this: "From the standpoint of the general public, the railroad industry has no greater problem than the accelerating disappearance of its intercity passenger service."

To many railroad men, this would seem to rank as one of contemporary history's great overstatements, so far as railroad problems are concerned. But the key phrase is "from the standpoint of the general public." Response, in whatever form it takes, may have to recognize this. And thus problems beget problems, as the industry looks at passenger operations and as individual railroads size up their own situations.

• **Polarized thought.** There has been no real "industry approach" in a

decade—since railroads gave a solid measure of backing to negative-but-necessary train-off legislation in the Transportation Act of '58. Instead, thinking tends to become polarized.

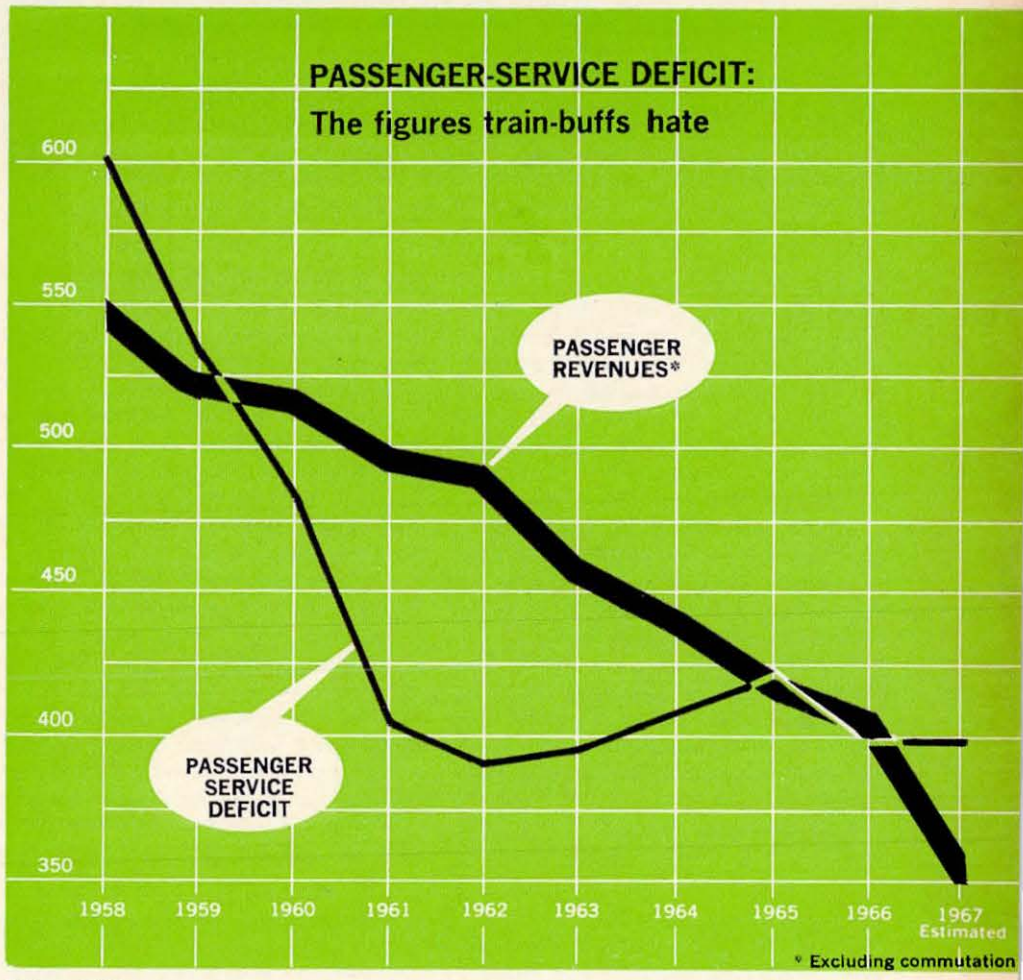
There are those who contend that railroads no longer have a place in the intercity passenger business, that they ought to get out entirely to clear the decks for some restructured revival of service at a later and more propitious time. There are others who just as stoutly argue that not all long-haul passenger business is bad business, that a middle-of-the-road accommodation can be reached.

Finally, there are those—mostly outside the industry—who insist that railroads have an inherited and irrevocable obligation to maintain and improve service, and that losses simply do not justify elimination of the operation.

● **Why it's happening.** The problem is bad, and getting worse. Several reasons could be cited, both for the industry's increased concern and for the public outcry which also seems to be on the increase:

—Railroads are finding all marginal operations less and less bearable. A proud record of holding the line on freight rates went tumbling last year. Another rate-increase proposal is before the ICC now. Labor costs are going up at a faster clip than most observers would have predicted. Meanwhile, the ICC-formula passenger deficit continues to hover around $400 million a year, and there has been no significant reduction in the loss since '61.

—As costing becomes more precise and as railroads experience the results of black-and-white total discontinuance, the much-maligned ICC formula is taking on a new look. Historically, the formula has been under attack as an overstatement of cost, productive of phony loss figures. Now, as Burlington President William J. Quinn points out, it seems that the formula "may greatly understate passenger-train losses, at least when applied to the entire passenger-train operations of a particular railroad as distinguished from the operation of a particular train." Total discontinuance of service on Colorado & Southern and Fort Worth & Denver last year, Quinn says, "proved to us that under such conditions, the ICC formula does indeed understate passenger losses."



—From a strictly practical standpoint, railroads generally are getting into an equipment bind. The heavy-spending years for passenger equipment were the post-war years, 1946-50, when about 4,300 new cars were added to the fleet. That equipment is now starting to show its age. Replacement is out of the question, and it is becoming increasingly harder to make a case even for extensive and expensive refurbishing.

● **What the 'public' thinks.** Public reaction has come on strong, after several years in which other aspects of railroad operation—such as the work-rules dispute—held a tight grip on public attention. In 1967, things seemed to come to a focus:

—The list of freight-only roads continues to grow, with such lines as Frisco, Katy, Monon, C&S/FW&D recently joining up. Perhaps more significant is what has happened to the "varnish," as the railfans like to put it. Within the space of a few weeks last year, the all-Pullman "Panama Limited" got coaches, under the name of "Magnolia Star." The proud "Twentieth Century Limited" name disappeared from the timetable with a suddenness that some critics found shocking. The all-Pullman "Broadway Limited" got coaches in a combination with the "General." Westerners weren't spared either. Santa Fe, in a single move, announced a restructuring that would wipe out all service except three "Chiefs," "El Capitan" and a few Los Angeles-San Diego trains. Western Pacific again put up for discontinuance its west-end operation of the "California Zephyr." The "Golden State" went, and the "City of San Francisco" was on the way out.

—Controversy between railroads and

BUT WHERE ARE THE CUSTOMERS? Chicago Union Station during one of its light periods. The big eye stares up the long ran

the U.S. Post Office Department hit the news. Removal of mail from trains came to be one of the standard reasons given when train-off petitions were filed. But the Post Office wanted no part of the fall-guy role. In a good many cases, the PO charged, railroads had asked for removal of the mail.

—Despite the concerns of the Vietnam war and unrest in the cities, a good number of politicians found time to unleash crowd-pleasing attacks on the industry for what did seem to be a new wave of service cutbacks. Union spokesmen, too, kept up a steady fire. Union publications eagerly gobbled up the critical comments of the politicians and of such organizations as the small but vocal National Association of Railroad Passengers.

• **A language barrier?** If the total problem had to be filtered down to one sentence, it might be this: Railroads and a sizable number of "publics" just weren't talking the same language.

Train-off foes, for instance, continued to scoff at the ICC formula and to look with suspicion even on out-of-pocket cost estimates—at the same time railroads were developing evidence that the ICC formula may miss the mark on the low side, not the high side.

Critics also accused various roads of trying to deceive the public by running trains but not telling anybody the trains were running—and this did have its ironic twist. After all, a sizable number of passenger-promoting roads could point with sorrow to costly advertising programs that did little if anything to keep the passengers coming.

Within the industry, there was difference of opinion. Such roads as Seaboard Coast Line, Santa Fe, Illinois Central, and Union Pacific held to a belief—and said so—that there wa still some market for the long-haul "class" train. Others weren't so sure. A former passenger traffic manager of one major road, for example, is bitter about the passenger-oriented bad press the industry is getting—and he puts a part of the blame on the "people wh went around saying they could manage their passenger losses, and that they weren't really losing much, and that they wanted the public-relations value of passenger service. We were honest. We were bleeding at every pore, and we had to get out. Now these oth r people are finding what it's really like —and what burns me is that all of us get tarred."

One thing seems certain: Curtailment of rail passenger service isn't putting

Forecasting travel patterns has "peculiar hazards"

If a passenger-business analyst had to pick a single market where the long-term future of the railroads looks good, he would almost have to opt for the New York-Florida market.

The competition is intense. But, because of the nature of the traffic, or the times and distances involved, or the kind of quality that has been maintained, rail service has held up comparatively well. Seaboard Coast Line people concede that trying to forecast future travel patterns "brings its own peculiar hazards. But we think that Florida in 1973 or 1978 will have every bit as much appeal as it does today, in winter and in summer. Consequently, we think we will still be an important factor in the travel pattern in that busy corridor."

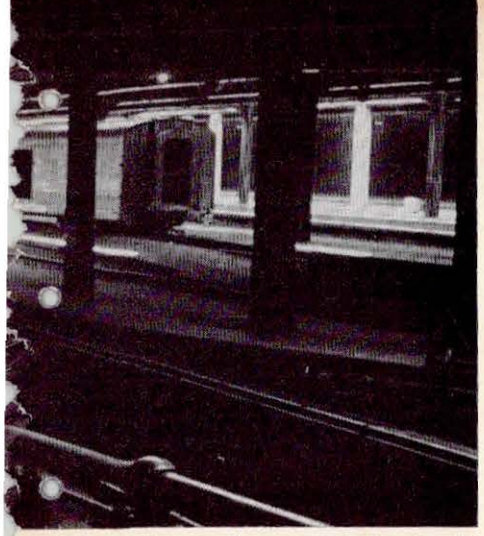
Several factors encourage SCL:

—Merger is making possible better, more convenient service. When Atlantic Coast Line and Seaboard Air Line were competing, for example, schedules to and from Florida's West Coast were almost identical. New schedules, effective April 28, will give West Coast patrons a choice of either morning or afternoon arrival or departure.

—Thanks to a continuing equipment program, with some cars as recent as 1965, SCL "is in a relatively good position so far as equipment is concerned for through streamliner service." With continued high standards of maintenance, SCL says, "we may expect the maximum useful life from this equipment."

—Selective train discontinuances are helping SCL to put its house in better order. Like most roads, SCL has had its problems with mail diversion. In cases where mail has been the biggest factor in train revenues, and the mail is taken off, action is being taken: "It's impossible for us to continue to absorb the deficits that continued operation of trains in that category would entail. There's no alternative except to seek discontinuance."

Not all the statistical indicators are good. In terms of passengers carried, passenger miles and passenger revenues, SCL was down in 1967 from the combined totals of ACL and SCL in the years preceding. But in Jacksonville and Richmond, confidence in the long-range aspects of the business remains undimmed.



m the poster—and sees nobody at all.

much of a crimp in the nation's travel habits. As Secretary of Transportation Alan S. Boyd noted recently, "The automobile dominates every balance-sheet of American transportation." And what the private auto doesn't rule, the airlines—and to a lesser extent, the buses—do.

● **Is there hope?** Those who can take a detached view of the rail passenger situation—that is, those who are neither running the service nor complaining about it—see very little long-run hope for continuation of rail passenger operations as they are now conducted. But tomorrow or the day after? That may be a quite different story.

Alan Boyd raises points worth considering when he talks about the automobile: "Perhaps the biggest question mark in the future for the auto is cost. Until now, we have managed to avoid looking the transportation bill-collector squarely in the eye." There are, the Secretary says, a number of elements that tend to be overlooked: "We have not included the cost of polluted air, of courts or of dispersed neighborhoods in our transportation budget. Nor have we been strict in our accounting of the cost of parking space and other facilities in the downtown areas. . . . When you add these factors together, you find the future role of the automobile looks something like this: It will continue to dominate American transportation as long as people can afford it."

Air-transportation prospects, too, are studded with questions. From the operators' standpoint, how about the staggering capital requirements of re-equipping for the jumbo-jet era or the supersonic era? How about airway and airport congestion? Then, how about the passenger's viewpoint? What thoughts may go through the mind of the average traveler when he looks around the cabin and realizes he's only one of 500 people strapped into a long metal tube with seats?

And how about convenience? Airlines in the jet age make a big thing of convenience: "We leave when you want to." Advertising stresses frequency of departure, as well as speed and comfort: Show up at Chicago's O'Hare International, for instance, and you can always find a flight leaving for New York. But when the 400- and 500-passenger jumbo-jets go into service, it seems a safe bet that passengers will find themselves tending more toward leaving when the airline wants them to.

● **Looking to the future.** What can rail-based passenger services offer, in view of the problems quite probably facing both the motorist and the air traveler? In terms of present operations, not too much. As one pragmatist figures it, "people do not and will not ride what we call trains today. We're going to find out if they'll ride an advanced concept, Metroliner or Turbo-Train. Once we see what these trains can do, we'll have a much better idea of what kind of service may become profitable—someday."

Meanwhile, there is the problem of the here-and-now, with what is left of the passenger business. It may not be insoluble, as problems go.

At the risk of over-simplification, it would appear that at least two basic questions need answers: (1) Is there any real need for regarding passenger service as a "goodwill" aspect of railroading? and (2) how can the real impact of passenger problems be put across to the public?

Southern Pacific may offer a pragmatic answer to the first point. No railroad in the country has taken the public-and-press beating SP has taken as it has tried to prune off the losers. But many a railroad would envy SP's profit-and-loss statement. Industrial traffic managers who route freight don't seem to have been prejudiced by the railroad's distaste for passenger-business losses. Much the same story comes from people on roads which have gone out of the business entirely. So the "showcase-of-the-business" theory of passenger service is more than suspect.

Railroads, however, do not live by freight alone. To an increasing extent, they live by what goes on in Washington. So there is a certain obligation to keep on reasonably cordial terms with public opinion. And here, the C&S/-FW&D experience may offer a lead to rational approaches to the problem.

● **What about the 'formula'?** In a way, the National Association of Railroad Passengers states an opposition case: "Virtually everyone agrees that today [the ICC] formula seriously exaggerates the amount of money that would be saved were passenger service discontinued." By NARP's estimate, it is "very doubtful if the railroads could save over $100 million a year were they to discontinue all passenger service."

But how about C&S/FW&D? Under the ICC formula, the passenger deficit for full-year 1966 was $2.6 million. In the fourth quarter of 1967, the first full quarter of operation without passenger service, transportation and maintenance-of-equipment expenses alone were down $1.7 million from fourth-quarter 1966. Most of the reduction, Quinn says, "was attributable to the termination of passenger-train operations. . . . And in one three-month period, savings from the elimination of passenger-train operations represented roughly 70% of the entire annual ICC-formula deficit."

To be sure, there were fluctuating conditions which also had a bearing on the figures. But a look at the individual figures for C&S and FW&D for each of the last three months of 1966 and '67 backs up Quinn's view of the contribution, or lack of it, from passenger service: Freight business was, indeed, down. But in every case, declines in loads handled or in total operating revenues were substantially less on a percentage basis than declines in operating expenses.

Quinn summarizes the problem this way: "It's becoming more and more clear that the losses of long-distance passenger trains are creating such a drain on the resources of the railroad industry that they are weakening its ability to carry at low cost the hundreds of thousands of items used every day by every American. It brings us face to face with a public-interest question we are going to have to resolve in cooperation with various regulatory commissions and governmental bodies and the public: Should the high cost of providing service for a limited and shrinking number of rail travelers be underwritten by other people in the form of higher prices paid for things they eat, wear and use? Or, if the vast majority should not be required to subsidize this small group, are federal, state and perhaps local governments willing to subsidize long-distance trains for the few who use them?"

● **What price frustration?** AAR President Thomas M. Goodfellow puts the problem just as strongly. The passenger business, he says, has been "a tale of frustration. Railroads broke their backs to improve passenger service and to promote it. From 1946 through 1965, Class I railroads and the Pullman Company spent nearly $2 billion on capital expenditures to improve the passenger-train fleet. They spent millions upon millions more on advertising and other promotion. In spite of

the investments, despite the strenuous efforts, the public deserted passenger trains for what the people consider a better solution to their personal transportation needs. There just isn't enough business left to justify providing good and frequent passenger-train services in most situations."

Why, then, is the industry taking a licking, when it is taking the sensible merchant's course—that is, getting rid of the merchandise that does not move?

—Politicians like the "public defender" role that they find in opposing passenger-service elimination. As one cynic puts it, "why shouldn't they fight train-offs? It's good guaranteed publicity—and besides, it's easier than getting a new dam or a new highway for the constituents."

—Labor hates to see those passenger-service jobs go, especially if they are largely unprotected. And as the ICC pointed out in a recent train-off case, "the Commission has repeatedly taken the position that it is without authority to impose the requested [protective] conditions in a Section 13a(1) proceeding. . . ."

—The general public, quite probably, has no real view at all. NARP, for instance, points out in one brochure that "official figures for 1966 show that over 300 million passengers used train service in that year." What NARP doesn't say is that roughly two-thirds of those passengers were riding commuter trains. NARP does, however, lean hard on another angle—luxury: As a couple of photo captions read, "The train is the ideal way of viewing the scenery in comfort and safety. . . . Gracious living aboard a Northern Pacific streamliner."

On the record, it would not seem that the ICC could be faulted for ignoring the public's stake in passenger service. The Commission's Bureau of Economics surveyed a period of roughly nine years following passage of the Transportation Act of 1958, and it came up with this breakdown of proceedings under Section 13(a):

—On interstate trains, the ICC could count 222 notices, involving 1,146 trains. Investigations were instituted in the great majority of cases—182 notices, covering 965 trains. Five notices, affecting 96 trains, were dismissed without investigation. On only 31 notices involving 76 trains were changes permitted to become effective without investigation.

—In the 182 investigations, discontinuance was allowed in 115 cases involving 445 trains. Continuance was required in 32 cases covering 355 trains. Eight cases involving 127 trains were dismissed.

—On intrastate train-offs, the emphasis has been on "off," probably reflecting the individual states' reluctance to let a train go, and the ICC's broader view. Of 49 petitions covering 466 trains, 24 were granted—and they involved 331 of the 466 trains. In 16 cases affecting 104 trains, petitions were either denied or dismissed.

● **No great clamor.** Critics of the railroads and the Commission have been and still are trying to get Section 13(a) changed. Perhaps significantly, however, there has been little enthusiasm for such a move from the Department of Transportation's highest councils. No, Secretary Boyd indicated in a recent interview with Railway Age editors, the train-off provision is not regarded as providing a too-easy path to service discontinuance.

Railroads would have to agree that the road can be rough. SP's experience with its "'Lark" trains is one example; Western Pacific's struggle with the "California Zephyr" is another.

With seemingly unbeatable competition from highway and air transportation, SP has been suffering for years with the Los Angeles-San Francisco "Larks." But it was only a few weeks ago that the California Public Utilities Commission voted for the discontinuance—by a 3-2 vote, with the ballots of two new commissioners appointed by a new governor finally swinging the issue.

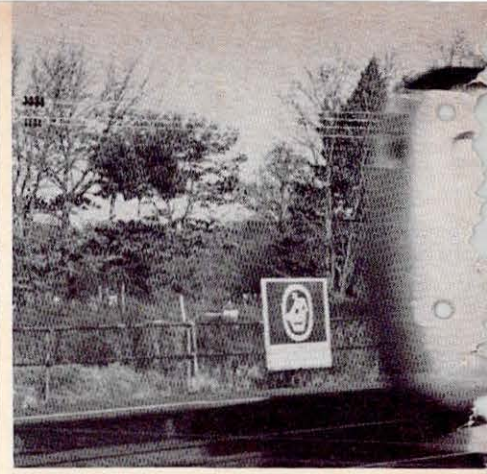
Meanwhile, SP was absorbing heavy losses. In 1966, the trains' losses totaled close to $1 million on a revenue/variable-expense basis, and they climbed to almost $1.3 million when other related expense items were added. In 1967, the "Lark" operation lost more than $1 million in the first reckoning and the over-all loss with other expenses added was again close to $1.3 million.

● **One more time. . .** Even more to the point may be Western Pacific's travail with the CZ. Once, WP tried to get out from under, but the ICC ordered a try-again effort. Various avenues might be explored, it was suggested, in an effort to stem the losses. So WP and its partners in the operation, Burlington and Rio Grande, tried again. Now, WP has this to say:

"The past year has, with devastating impact, demonstrated that it is indeed hopeless. The ICC decided to explore the critically-important areas of possible realignment of divisions of revenue and suggested the possibility of the securing of a contract to carry mail, the affirmative action of public agencies and officials to implement programs of assistance and, finally, the exhaustion of WP of self-help primarily in the area of labor negotiation looking toward more efficient utilization of personnel. . . .

"The divisions case was discontinued

(Continued on page 34)



TURBOTRAIN — Unforeseen deficiencies i

Why the high

By C. L. COMBES, Mechanical Editor

High-speed train service for the Northeast Corridor project did not start on schedule. Why? Primarily because the equipment involved many relatively untried and untested components and concepts in a service that requires safety and reliability of performance for its success.

Undoubtedly, the inauguration schedules, too, were both unrealistic and optimistic, considering the giant step forward in rail technology being introduced in the Metroliners for Penn Central's New York-Washington service and the TurboTrains for both the New Haven's Boston-New York and Canadian National's Montreal-Toronto runs.

After disappointing schedule setbacks, those responsible for schedule-making are cautious about when service will begin. They speak of "indefinite delay." Logical dates for inaugurating the trains are when passenger service schedules are revised to accommodate the late April change from Standard to Daylight time and the late October change back to Standard time. An April start is out of the question. There is a hope that limited service may start by mid-1968, depending on when and if modifications and tests now under way and scheduled are completed satisfactorily.

● **Metroliner situation.** There would be little or no hitch in the Penn Central's part of the Corridor project if planners had been content to set goals within reach of beefed-up, conventional electric-car designs. But the performance requirements established for the Metroliners could be met only by what the builder, the Budd Co., calls "the most complex systems ever put together in a rail car." Motor and braking capabilities, along with needed control systems, to operate the trains safely at a maximum speed of 160 mph with high

design are being corrected. Power transmission problems are expected to be solved.

speed trains are late

METROLINER—Big problems are electrical. Pantograph troubles have been solved.

acceleration and deceleration rates, required a new approach to hardware specifications. And added to the electrical woes were making electrical components taking power from the road's present 11,000-volt, 25-cycle a-c catenary compatible with commercial 25,000-volt, 60-cycle a-c.

● **Electrical bottleneck.** Major problems are now electrical in nature. Measures have been taken already to correct a mechanical deficiency in the coupling between motors and gear boxes. And pantograph-catenary interaction troubles have been solved.

Two manufacturers supplied electrical equipment characterized by different control concepts. One supplier furnished the equipment for the 31 coaches, including 20 for the Northeast Corridor and 11 for the Southeastern Pennsylvania Transportation Authority. The other supplied equipment for the 20 snack-bar coaches and 10 parlor cars. Fifty of the 61 cars have been completed. The remainder are to be out of Budd's plant by the end of this month.

First off the production line were the straight coaches. They proved their speed capability when two of the cars reached 164 mph on the test track between Trenton and New Brunswick, N.J., late last year.

But the coaches also proved to have electrical "bugs" that required corrective action. All are back at Budd's Red Lion plant under a thorough "debugging" schedule. The schedule was set up to remedy troubles that include isolation of systems at interfaces, elimination of stray currents and electrical noises, and improving the grounding of the systems. The schedule calls for six-car tests by May 31 and completion of the work around mid-year.

Road tests of the snack-bar coaches with the other electrical control concept began about mid-March and are continuing. Results of the preliminary tests have not been released.

● **PC ready.** The start of the New York-Washington service has been delayed only by equipment. The Penn Central has upgraded its tracks and installed the necessary high-level platforms at Wilmington, Del., Baltimore, Md., and Washington, D.C., along with escalators at Baltimore. In addition, the road has trained all employes responsible for the service.

● **TurboTrain troubles.** United Aircraft is optimistic about the potential of its turbine-powered train design. The company admits that it underestimated the complexities involved in designing and making a train operationally acceptable for high-speed service. The Surface Transportation Systems subdivision of UA's Sikorsky Aircraft Division takes full responsibility for the TurboTrain program and its disappointing delays. It does not take this responsibility lightly. The company is going all out to correct many unforeseen design deficiencies. They include both power transmission problems and structural alterations but no basic changes in the design concept.

The first three-car TurboTrain, built at Pullman-Standard's Chicago plant, had test runs in the Chicago area in May 1967 and in August 1967 on New Haven tracks. After the New Haven tests and also high-speed tests on the Pennsylvania, where TurboTrain attained 170 mph in late December, the first train was returned to Chicago for modification and interior appointments. The second three-car train, fully equipped, is at Providence, R.I., where United Aircraft has set up a maintenance and servicing shop for the trains.

A seven-car train for the Canadian National, one of five built by the Montreal Locomotive Works, has been at Providence for test purposes. All trains for both the Northeast Corridor project and the Canadian National will get all modifications essential to the safety and reliability of the service before being placed in service.

● **Summing up.** These services involve test projects to show what rail technology can do in relieving both highway and air congestion in urban areas. The electric Metroliners and the TurboTrains will demonstrate their capabilities to do this job only after the builders and the railroads are fully convinced that the equipment is ready for the service for which it was designed. ■

WALTER TAFT

WATCHING WASHINGTON

SOMETHING NEW—For last year, the Class I railroads reported a net income of only $321.6 million, which was 64.5% less than the reported 1966 net of $906.4 million. Fortunately, things were not quite that bleak in 1967. The $321.6 million is not comparable to the $906.4 million. The former reflects changed ICC accounting requirements which became effective for the 1967 accounts. The 1967 figure comparable to 1966's $906.4 million is $554.8 million. This is called Ordinary Income, a new item in the Income Account, which the Commission prescribed to implement its changed reporting requirements.

THE COMMISSION'S ORDER—The Commission's order was issued last September in a case docketed as No. 32153. It contemplates that unusual charges or credits will be reflected in net income for the year in which they occur. This is in accordance with practice advocated by the Accounting Principles Board of the American Institute of Certified Public Accountants. The unusual items involved were formerly handled as debits or credits to the Retained Income account, i.e., to earnings of the past.

IMPLEMENTATION—The Commission's implementation plan sets up the new Ordinary Income item where Net Income used to be. The unusual items are then deducted from, or added to, Ordinary Income to produce the new-style Net Income. As noted, the debits last year exceeded the credits by $233.2 million. The AAR statement—Railroad Revenues, Expenses, and Income—explains that the largest part of this resulted from merger-expense charges of $149.5 million and $125.9 million made, respectively, by the former Pennsylvania and New York Central (now Penn Central). Also included are credits of about $35 million, the amount received last year by Mid-Western roads after settlement of the long dispute over divisions of joint rates on transcontinental traffic.

THE PENN CENTRAL ITEMS—The 1967 report of the former PRR shows a deficit of $142.9 million, reflecting deduction of the $149.5 million in unusual charges from an ordinary income of $6.6 million. Likewise, the usual charges of $125.9 million turned the former NYC's ordinary income of $3.9 million into a deficit of $122 million. Biggest items were costs of reemploying workers who had been laid off but were entitled to reemployment by requirements of the merger's labor-protection conditions.

(Continued from page 32)

by the ICC after receipt of evidence showing that all three lines handling these trains are suffering tremendous out-of-pocket losses. The Post Office Department has been actively removing mail from trains that have been utilized for years. It is wholly unable or unwilling to utilize the services of the CZ and the possibility of this ever coming about is even more remote, if possible, than it was a year ago.

"Not one single public program of material assistance has even reached the formative stage. . . . The realization that the service would soon have to be discontinued failed to bring about even a scintilla of action in the nature of meaningful programs by a single public agency."

● **Verdict: It's hopeless.** There's more. During 1967, WP people say, "we met with the lines operating east of Salt Lake City in exhaustive studies exploring all conceivable areas of self-help. The spectrum of ideas was carefully evaluated—and the unanimous conclusion was that those that could result in meaningful cost reductions would constitute severe service downgrading—a course which WP has doggedly refused to follow. Those ideas which might increase patronage would simply overwhelm even the most optimistic revenue gains. Every possible avenue of self-help, from every conceivable point of view, led to the inescapable conclusion that the cause is hopeless.

"The train cannot possibly be other than a heavy loser."

But sooner or later, dispassionate observers might agree, Quinn's question will have to be answered.

● **Narrowing choices.** The odds now appear to favor either eventual total abandonment or direct subsidy. In the commuter area, and in the Northeast Corridor tests, the hand of government has become strong. Among railroad men, things also change: Ten years ago, even five, westerners looked upon government participation in any phase of their business as one of the seven deadly sins. Now, two Chicago-area roads are actively seeking federal participation in commuter-service improvement programs. And the other roads —those which financed improvements from the corporate pocket—aren't visibly upset.

The alternate to outside help for rail passenger service can be even more dramatically put. Western Pacific phrased it this way, in talking of the CZ: "It is now time to allow this symbol of the past to come to its final resting place before it effectively impairs the ability of WP to perform its primary public duties and responsibilities." ■

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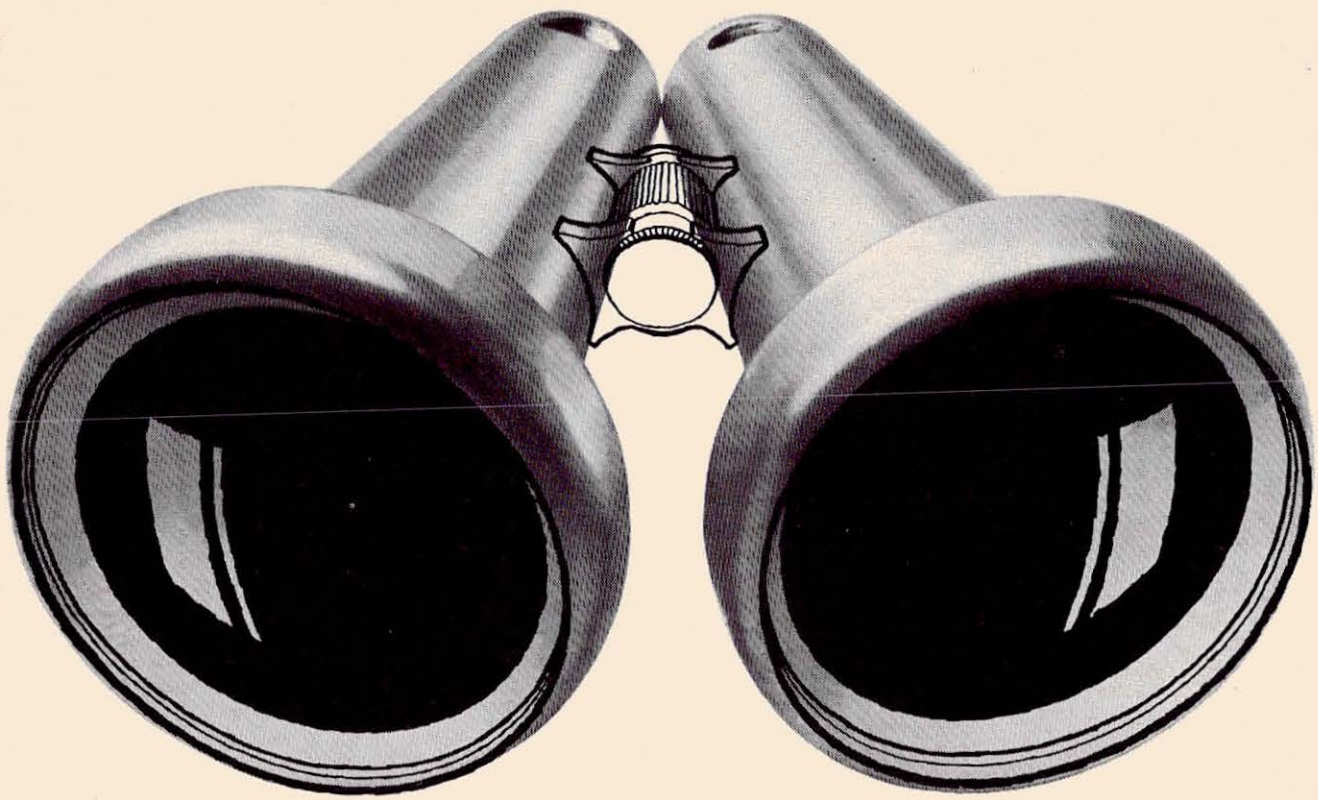
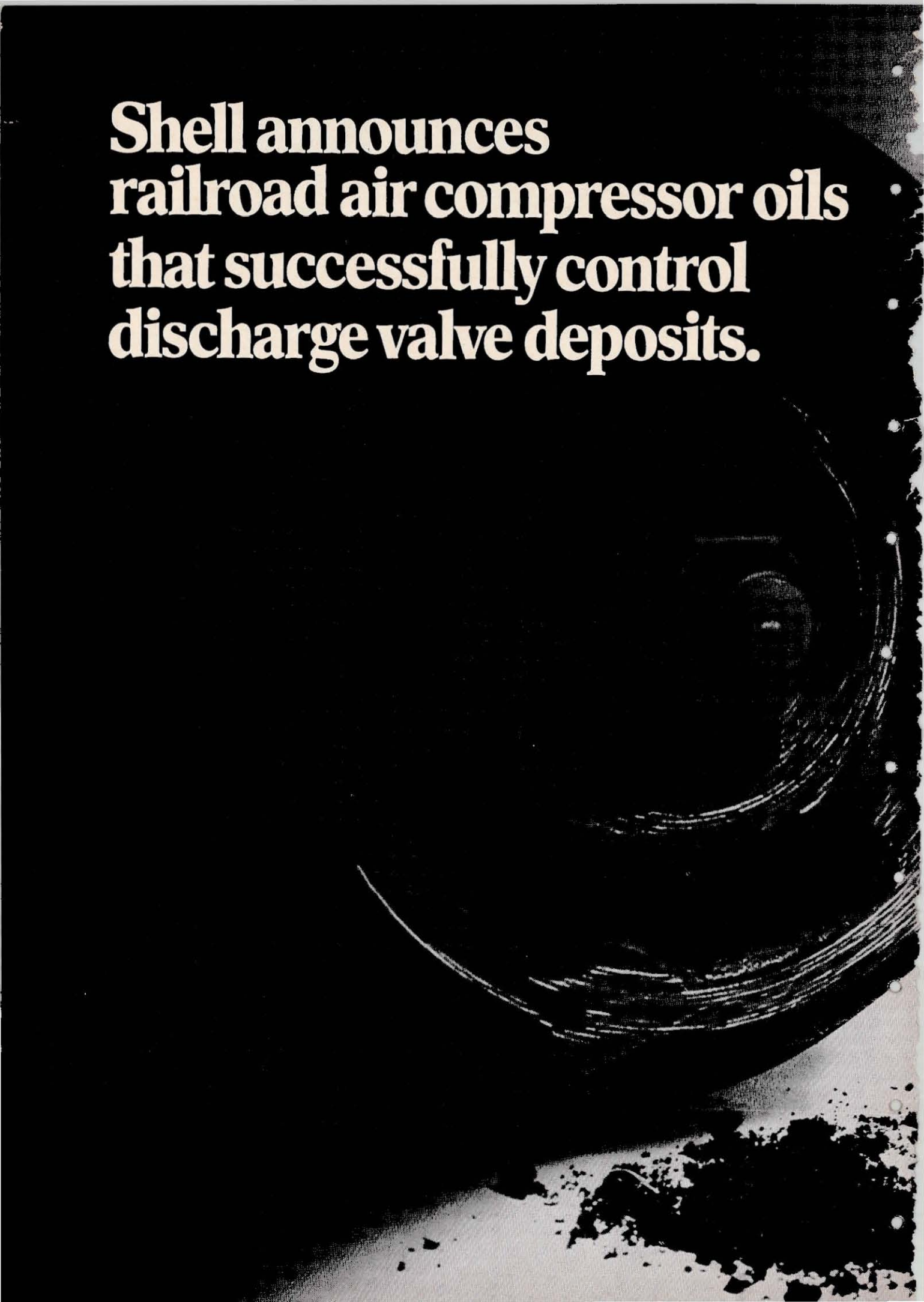


Shell announces railroad air compressor oils that successfully control discharge valve deposits.



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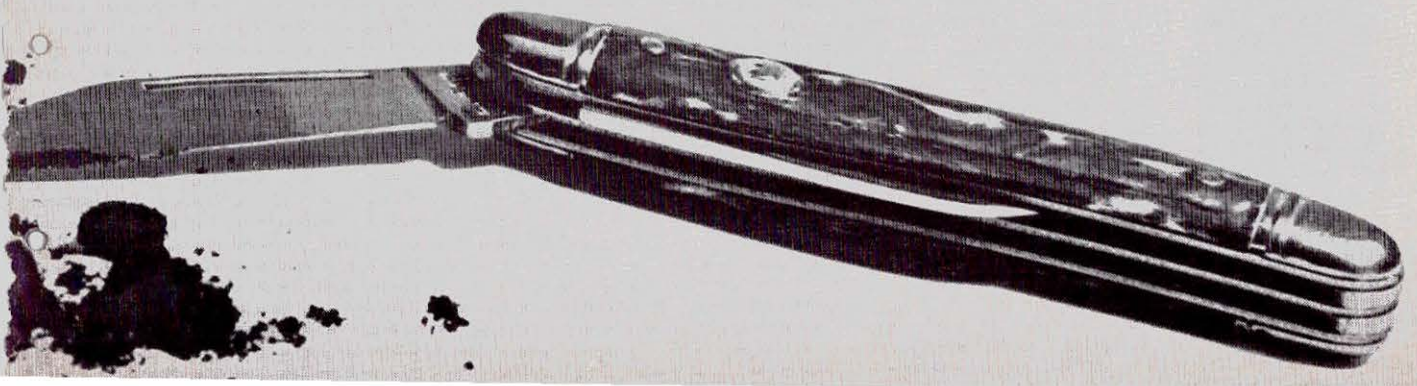

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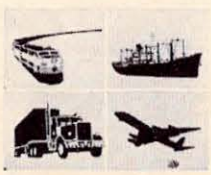

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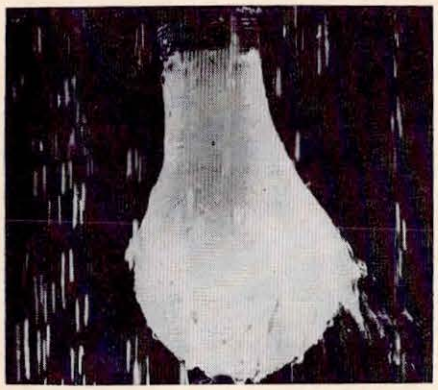

Light bulbs (RA-1)

The translucent coating which protects the Tuff-Skin incandescent light bulbs keeps glass splinters safely enclosed if bulb is broken. Because the silicone-rubber coating is tough and resilient, bulbs are virtually impervious to damage by liquids, rain or snow, sparks and other sources of thermal shock, and up to 70% more resistant to damage by physical impact than uncoated bulbs. Light diffused is said to be more than 95%. Wattages range from 50 to 200. *General Electric.*

Remote control (RA-2)

This solid-state Remote Control Console provides complete control of remote base stations in a radio communications system. An optional feature is the ability to operate from 12-volt DC providing emergency operation in case of power failures. The console is capable of controlling other dispatch points. Complementing the new solid-state Remote Control Console is a new line of desk sets for remote control. *Motorola Communications and Electronics Inc.*

Instrument cases (RA-3)

These rugged carrying/storage cases are available for Hewlett-Packard electronic test instruments that are in one-third rack width cabinets. There is storage space in the lid for cables and test leads. Power cord tucks into storage compartment in rear of carrying case. The carrying handle serves as tilt stand. Cases hold modular instruments 8 in. and 11 in. deep, including voltmeters, multimeters, oscillators, counters, comb generators and power supplies. *Hewlett Packard.*

NEW LITERATURE

20-CHANNEL MULTIPLEX. A 4-page color brochure describes Cardion Communications' solid-state Type 65B Transit Carrier. Up to 20 toll-quality speech channels can be transmitted over cable, open-wire lines and radio or microwave links with the carrier, which is described as a logical choice for rapid transit services, railroads and utilities. (NL-1)

COMMUTER SHELTERS. A 2-page data sheet illustrates and describes the all-weather railroad commuter shelters manufactured by Fiberlux Products, Inc. The stainless steel structure, of modular design, can be supplied in various sizes for railway and bus passengers. (NL-2)

LUMBER FLAT CAR. A new folder is available on RSP Railway Equipment Corp.'s lumber flat car 701 series, AAR designation FMS. The folder describes features of the car and gives detailed dimensions. (NL-3)

CENTER FLOW CAR. The low-pressure Center Flow car for rail-highway dry bulk commodities service is described in an 8-page brochure issued by ACF Industries. The pressure-differential car is available in sizes ranging from 2,970- to 5,700-cubic-foot capacities. It utilizes 5 psi internal pressure for rapid unloading of hard-packed powdered, pelletized or granular commodities into trucks or silos. In addition, it can be unloaded by vacuum and gravity means. (NL-4)

HOTBOX DETECTION. A booklet describing the principles of operation, safety factors, economics, installation and capabilities of hotbox detection systems has been issued by Servo Corp. of America. The booklet covers the detection of overheated solid and roller bearings, placement and location of detection equipment, interference sources, selection of automatic vs. manual systems, and systems modification and expansion. (NL-5)

RAILWAY AGE
THE TRANSPORTATION WEEKLY

30 Church Street, N.Y., N.Y. 10007 READERS' SERVICE (Att. George Johnson)

PLEASE SEND ADDITIONAL INFORMATION ABOUT PRODUCTS IN ADVERTISEMENTS NUMBERED: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23

PLEASE SEND INFORMATION ABOUT PRODUCTS AND LITERATURE DESCRIBED ON PAGE 40 MARKED: RA-1 RA-2 RA-3 NL-1 NL-2 NL-3 NL-4 NL-5

NAME ..... TITLE.....

COMPANY .....

ADDRESS .....

CITY ..... STATE..... ZIP.....

● **Inquiries can be processed only if title and company are shown.** 4/1-8/68

LETTERS

A Rockefeller response

Albany, N.Y.

To the Editor:

I was honored by the award to me of the International Conference on Urban Transportation [RA, March 18, p. 7]—and most appreciative of your comments on what I have tried to do to improve and expand transportation facilities in the State during the years of my Administration.

I am delighted that Railway Age published, in your March 4 issue, a fine presentation of the State's solutions to the problems we face. We have, in Bill Ronan, the finest possible individual to deal with this enormously important and complex problem.

Nelson A. Rockefeller
Governor
State of New York

Work rules and wages

Jackson, Tenn.

To the Editor:

"As the Editor Sees It" (RA, March 18, p. 27) refers to the article by an Associated Press reporter, lamenting another railroad rate increase. In your response, citing abysmally low returns to the railroads, I wonder why you did not refer to the unreasonable operating expense incurred by the railroads because of the antiquated work rules of trainmen, giving them a full day's pay for a run of 100 miles—nothing short of ridiculous in view of present high speed operation which on a standard eight-hour shift would permit one crew to handle a passenger train or a high-ball freight train 500 miles?

J. O. Shortall

Refiguring L&D

New York, N.Y.

To the Editor:

In appraising your graph on loss and damage payouts (RA, March 25, p. 90), the following passed through my mind:

1. What would the chart look like if 1967 costs were corrected to those of 1958? I am referring, of course, to the prices of the damaged goods.

2. What would the chart look like if 1967 ton-miles as compared to 1958 ton-miles were taken into consideration? Presumably more or less ton-miles would influence the trend upward or downward, the steepness in either case reflecting to a degree the effectiveness of anti-L&D campaigns.

Grant Burden
Union Pacific

Remember when
the conductor's desk area
was a danger zone?

International changed all that

Over the years, International has consistently added to the safety and convenience of the conductor. An area that used to be a bone breaker is now highly protected thanks to high-back seats, seat belts, seat locks, grab irons, footrests, padded desk fronts, laminated safety window and mirror glass, rock screens and nonskid floors.

Sudden starts and stops no longer turn trainmen into projectiles. Rather, International-designed cabooses turn them into happier, more efficient crews.

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E. J. Hasten, Jr., W. B. Reed — Chicago, Ill.

A Part of NATIONWIDE INDUSTRIES, INC.

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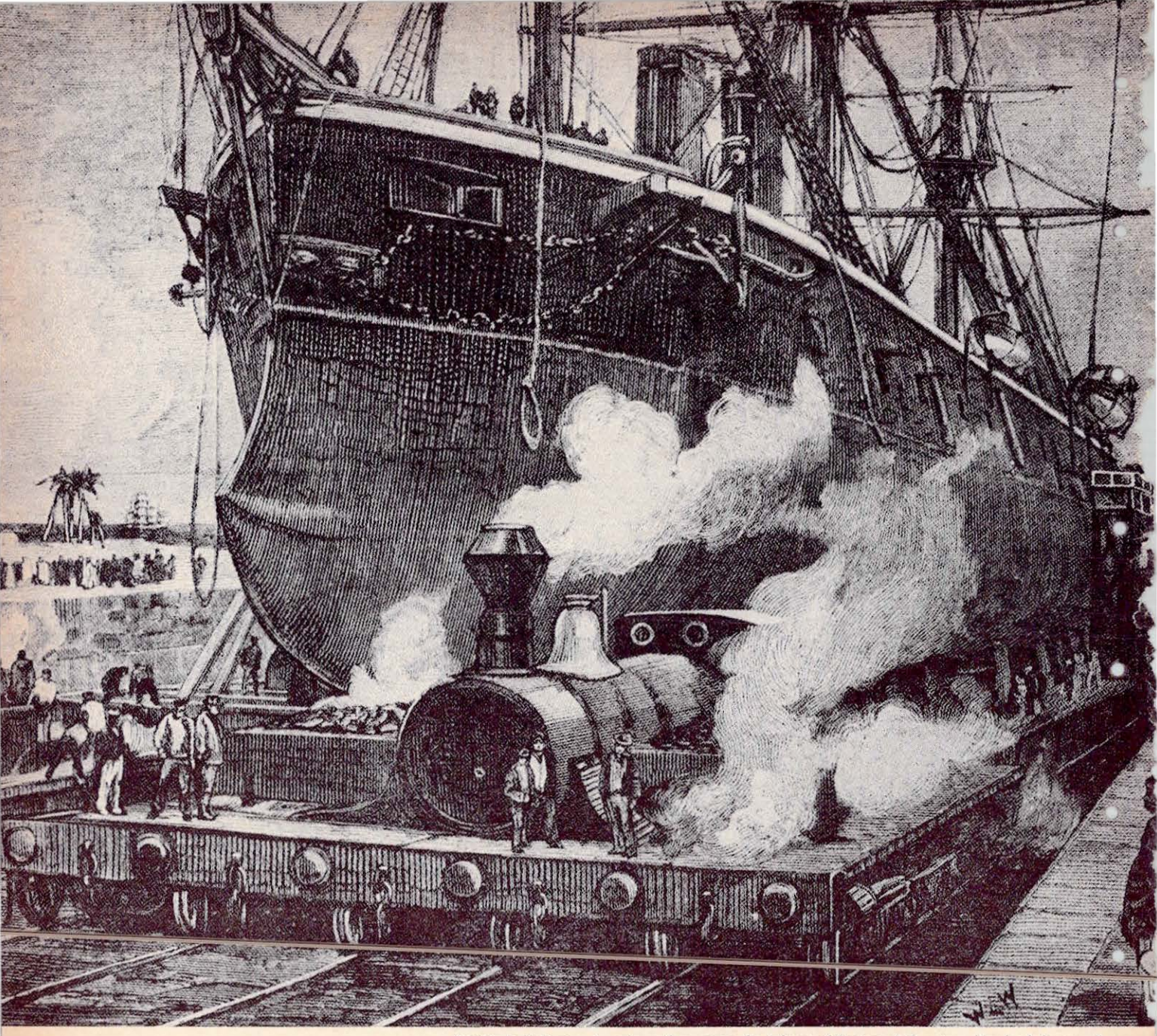


Captain Eads' Dream: A marine railway across the Isthmus of Panama. Entire steamships loaded on cradles were to be drawn by two powerful locomotives over twelve tracks from one sea to the other and curves were to be eliminated through the agency of turntables located at strategic points. Nothing came of it.
The American West, Lucius Beebe & Charles Clegg

Aluminum railroad cars? Who needs them?

Working with your own people, our Railroad Consulting Team can determine whether or not aluminum equipment is practical for your operation. These knowledgeable men are amazingly fast, efficient and objective . . . they examine the alternatives from your point of view.

They use a specially designed computer program based on actual railroad case studies to analyze the economics of equipment for specific runs. They have proven know-how on financing equipment under various conditions. They have complete technical data on aluminum's performance in-service. And they have ideas in marketing that stem from a remarkably intimate knowledge of cost-cutting avenues for the shipper.

If aluminum equipment is not for you, the Kaiser Aluminum team will be the first to tell you. And coming from one of the world's largest producers of aluminum, that's a pretty frank promise.

MEMBER RPI RAILWAY PROGRESS INSTITUTE

versatile aluminum

KAISER ALUMINUM

AS THE EDITOR SEES IT

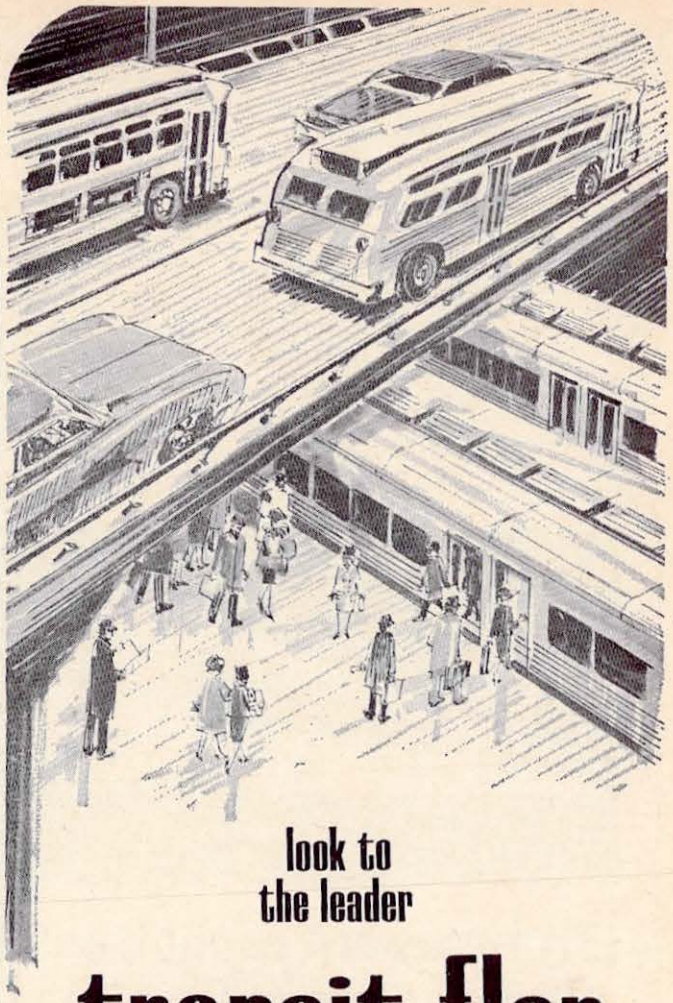
WE DON'T LIKE IT, EITHER — The melancholy tale that begins on page 28 of this issue is not quite the obituary of the passenger train—but it comes too close for complacency. Rail-fans are not going to like it. We don't like it, either. But facts are facts. We are reporting the situation not as we think it ought to be—but as we think it is.

THE MYTHS LINGER ON — Responsible citizens of railfandom—and we'd guess they outnumber the fanatic fringe by about 5 to 1 — have learned to live with these facts. But a vociferous minority continues to dwell in an awesome mythological land of their own creation. They look upon the passenger-service deficit, when they look upon this unpleasant statistic at all, as a dark creation of the Interstate Commerce Commission and the Southern Pacific. (Are they now ready to take on Bill Quinn, who contends that the ICC formula, far from overstating losses, may actually understate them?) They wonder how the New York Central could turn its back on the hordes of travellers clamoring for space on the "20th Century Limited." (You can still travel comfortably by sleeper from New York to Chicago. And the sleepers still run partly empty. Last week, airline ads were boasting of half-hour jet departures from New York to Chicago to meet rising demand.) When other arguments fail, these partisans of yesterday accuse the railroads of having starved the passenger train to death. (But does a $2-billion post-war investment in passenger-train service sound like starvation?)

WHERE THERE'S HOPE — In coming days, many of these well intentioned fans are going to write in and protest: "But don't Europe's TEE trains and Japan's New Tokaido Line prove that there is a future for passenger trains?" They'll find no argument from us. The TEE expresses (non-sleeper day trains which are fast replacing the Wagons-Lits museum pieces) and the Tokaido services both represent bold departures from traditional passenger-train patterns. It is precisely in such clean breaks with the past that the future (if any) of the U.S. passenger train is lurking. The Northeast Corridor high-speed trains will be a start in this direction. Short of brand new trains, old services can be reconstructed—as the Central has tried to do in New York.

TIME FOR SURGERY — Passenger-train service is not dead—but it needs major surgery. Those who are delaying the operation are doing the patient (and themselves) no favor.

—Luther S. Miller



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the leader

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Resilient
Rubber Flooring
and Step Treads

It's superior performance year after year that makes a leader stand out above the rest. We've been blending durability, safety, and eye-appeal into Transit-Flor rubber flooring for many years . . . providing the transit industry with maximum quality for best performance.

When designing new equipment or updating existing cars or buses, look for the leader first . . . TRANSIT-FLOR.

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An Ohio Corporation of Akron, Ohio
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Akron, Ohio 44305

Circle 18 on coupon Page 40

PEOPLE IN THE NEWS

ATLANTA & ST. ANDREWS BAY.—A. V. Hooks, vice president, Panama City, Fla., elected president, Dothan, Ala., succeeding **T. L. Nichols,** who retired March 19, after 32 years of service.

CANADIAN PACIFIC.—G. H. Creighton, foreign freight traffic manager, Atlantic Service, Montreal, promoted to general manager foreign freight, succeeding **J. N. McPherson,** who retired March 31, after 50 years of service.

C. I. Dawson appointed assistant manager —freight rates—system, Montreal, succeeding **J. L. DiFruscia,** appointed assistant to general freight traffic manager—rates, Montreal, replacing **A. Ferguson,** promoted.

DENVER & RIO GRANDE WESTERN.—Larry R. Parsons appointed market analyst Denver.

ILLINOIS CENTRAL.—Harry C. Miller, general purchasing agent, appointed to the newly created position of director of purchases and materials, to succeed **Ottis O. Albritton,** vice president, purchases and stores, who retired Mar. 31 after more than 50 years' service.

John P. Fagan named assistant vice president of the Secretary-Treasury Department. Mr. Fagan, who was formerly assistant treasurer, **Penn Central,** replaces **Bryce C. Boothby,** appointed executive assistant to the president (RA, Dec. 18/25, 1967, p. 49).

A. V. Hooks
A&StAB

Harry C. Miller
IC

Latest in design — latest in seating comfort

Ultra-modern rapid transit adopts advanced seating concept

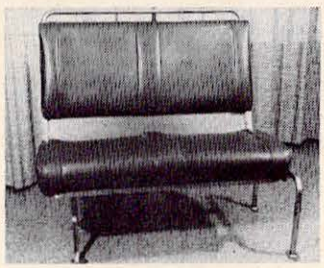
Stimulates passenger interest with "floating ride." Acushnet's new ELASTASEAT* Suspension provides rapid transit with the same luxury, comfort and thin-line design that airline passengers enjoy. This new experience in transit seating comfort is attracting passenger traffic on new Cleveland Transit System airport extension cars.

The revolutionary suspension is a complete, single-piece seat platform of molded elastomeric material, specially formulated to dampen vibration while providing strength and resilience. Under each two-passenger foam cushion, it serves to cradle the passenger in floating comfort.

You can forget maintenance costs caused by suspension failure. Lightweight, sanitary, durable ELASTASEAT Suspensions hold their original shape indefinitely. Will comfortably support passengers for years without deforming or tearing!

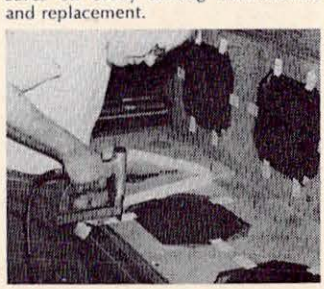
ELASTASEAT Suspension keeps pace with the most advanced design concepts for more comfortable, compact, durable seating in mass-transportation. Hadn't you better look into it?

*Trademark of Acushnet Process Company



FLXIBLE CO. RT8 SEAT offers new beauty, durability, comfort.

No outmoded bulky coil springs, sinuous wire, usual insulating materials. Saves on costly seating maintenance and replacement.



Write for names of manufacturers now using

ELASTASEAT suspension by ACUSHNET

ACUSHNET PROCESS COMPANY

Dept. RA4. Belleville Avenue, New Bedford, Mass. 02742 (617) 993-1711 or Fort Worth, Texas 76112 (817) 451-1821

TRANSIT

James F. Elder has been appointed supervisor of operations, **Port Authority Transit Corporation of Pennsylvania and New Jersey,** at Camden, N.J. **A. E. Hoagland** has been named assistant supervisor of operations. **R. E. Pinkham** is general manager of this new high-speed facility connecting Lindenwold, N.J., and Philadelphia, Pa. Mr. Elder was formerly assistant superintendent, Iowa Division, **Milwaukee,** at Perry, Iowa. Mr. Hoagland served on the New York Division **Pennsylvania** (now Penn Central).

Robert C. Weaver, secretary, **U.S. Department of Housing & Urban Development,** has announced the appointment of **Charles B. Sonneborn** as special assistant to assistant secretary **Charles M. Haar.** Mr. Haar is responsible for the urban mass transportation program as well as other programs of the department. Mr. Sonneborn joined HUD in June 1966 as chief of the Metropolitan Development press desk.

Moray Epstein has been appointed administrative aide to **Ronald Berman,** Assistant Commissioner for Public Transportation, **New Jersey Department of Transportation,** Trenton.

B. K. Beebe has resigned as vice president of **De Leuw, Cather & Company,** Chicago, effective June 1, but will continue to serve as assistant to the president of that firm and as chief construction engineer of De Leuw, Cather & Associates, a New York partnership. Mr. Beebe will make his headquarters in the Buffalo office. **V. P. Lamb** and **Paul H. Strahm** have been named assistant vice presidents. Mr. Lamb will coordinate work of the East Coast offices. Mr. Strahm will remain in charge of the Philadelphia office.

OBITUARY

William G. Chase, 55, recently appointed assistant vice president—labor relations, **Penn Central,** died Mar. 24 of a heart attack at his home in Tarrytown, N.Y. Mr. Chase had been director of labor relations, New York Central, from 1957 until that road's merger with the Pennsylvania.

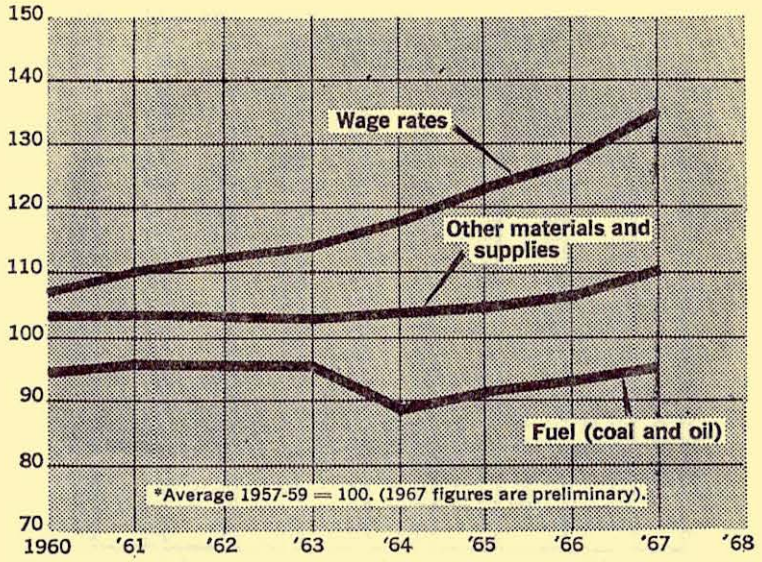
Kenneth I. Jones, 45, assistant vice president for operations, **Union Pacific,** died recently in Omaha.

Roland N. Lane, 59, engineer, **Gibbs & Hill,** New York, died at Chicago on Mar. 21.

Clyde E. Phelps, 88, retired general freight agent, **Burlington,** died Mar. 17 in Oak Lawn, Ill.

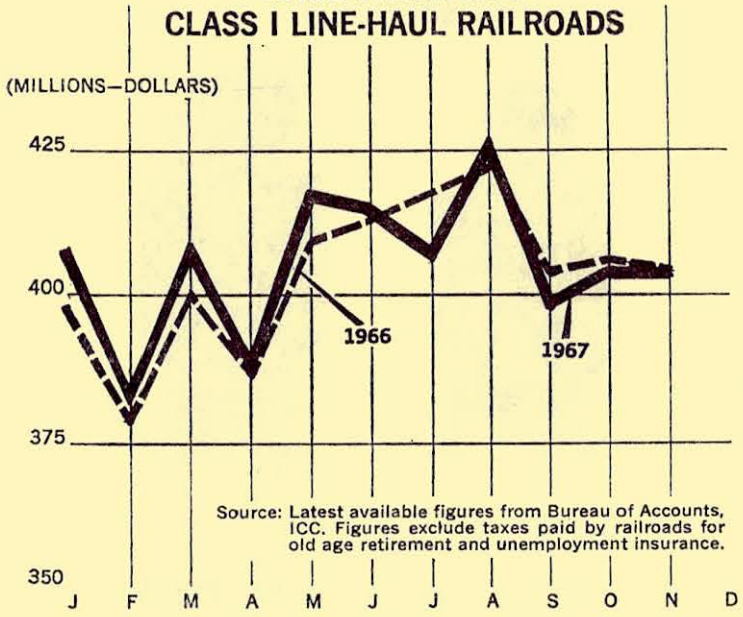
INDEX OF MATERIAL PRICES AND WAGE RATES*

(Class I railroads)



Source: Economics and Finance Dept., AAR.

WAGE STATISTICS
CLASS I LINE-HAUL RAILROADS



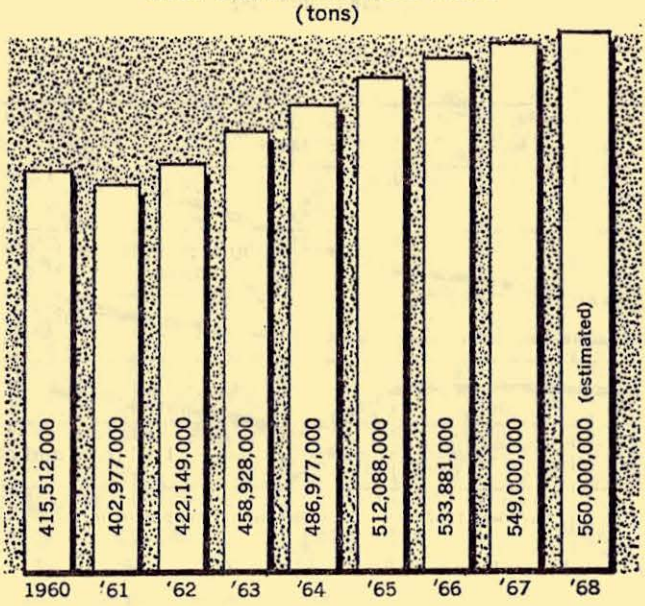
Source: Latest available figures from Bureau of Accounts, ICC. Figures exclude taxes paid by railroads for old age retirement and unemployment insurance.

Current statistics

Carloadings, revenue freight	
13 wks., 1968	6,632,433
13 wks., 1967	6,763,359
New freight cars on order	
Mar. 1, 1968	24,742
Mar. 1, 1967	46,156
New freight cars delivered	
2 mos., 1968	10,467
2 mos., 1967	15,318
Serviceable cars	
Mar. 1, 1968	1,400,628
Mar. 1, 1967	1,420,684

U.S. COAL PRODUCTION

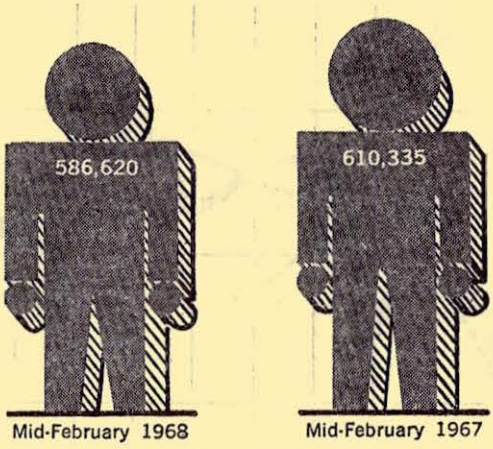
(tons)



Source: National Coal Policy Conference.

RAILROAD EMPLOYMENT

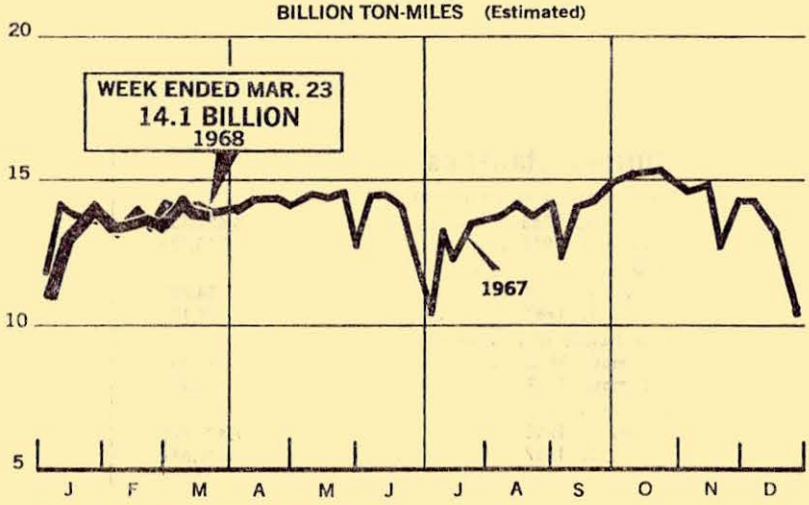
(CLASS I LINE-HAUL RAILROADS)



Source: Bureau of Accounts, ICC.

RAIL FREIGHT TRAFFIC TRENDS

BILLION TON-MILES (Estimated)



Source: Association of American Railroads

MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended Mar. 30 totaled 554,192 cars, the Association of American Railroads announced on April 4. This was an increase of 25,968 cars, or 4.9%, compared with the previous week; an increase of 16,283 cars, or 3.0%, compared with the corresponding week last year; and an increase of 9,405 cars, or 1.7%, compared with the equivalent 1966 week. Ton-miles generated by carloadings in the week ended Mar. 30 are estimated at 14.7 billion, an increase of 4.8% above the corresponding week of 1967, and 6.3% above the 1966 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Mar. 30

District	1968	1967	1966
Eastern, including Allegheny and Pocahontas ..	225,409	213,561	221,325
Southern	121,607	116,877	106,778
Total Eastern and Southern Districts	347,016	330,438	328,103
Northwestern .	59,131	58,645	68,303
Central Western	107,869	108,695	110,952
Southwestern .	40,176	40,131	37,429
Total Western Districts	207,176	207,471	216,684
Total All Roads	554,192	537,909	544,787
Commodities:			
Grain and Grain Products	40,644	46,746	53,237
Livestock	923	1,307	1,567
Coal	113,639	110,727	99,035
Coke	8,271	6,917	8,531
Forest Products	41,472	40,171	39,618
Ore	19,299	18,289	24,555
Merchandise l.c.l.	4,211	4,972	6,366
Miscellaneous .	325,733	308,780	311,878
Mar. 30	554,192	537,909	544,787
Mar. 23	528,224	529,605	571,095
Mar. 16	526,359	536,962	572,671
Mar. 9	531,658	521,663	557,600
Mar. 2	533,755	534,359	544,836
Cumulative total, 13 weeks ...	6,632,433	6,763,359	6,989,389
Estimated revenue ton-miles (billions) 13 weeks ...	177.5	177.2	178.0

PIGGYBACK CARLOADINGS

U. S. piggyback loadings for the week ended Mar. 23 totaled 25,836 cars, carrying 40,145 trailers, compared with 23,660 cars, carrying 38,912 trailers, in the corresponding 1967 week. Loadings for 1968 up to Mar. 23 totaled 289,345 cars, carrying 471,725 trailers, compared with 267,179 cars, carrying 437,631 trailers, in the corresponding period of 1967.

IN CANADA

Carloadings for the seven-day period ended March 14 totaled 68,994 cars, compared with 70,217 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd. from Connections
Totals for Canada		
March 14, 1968....	68,994	23,013
March 14, 1967....	73,043	26,898
Cumulative Totals		
March 14, 1968....	701,205	246,726
March 14, 1967....	723,798	258,147

FREIGHT TRAIN CARS

• *Gulf, Mobile & Ohio.*—Ordered 200 box cars, equipped with cushion underframes, from Pullman-Standard at a cost of about $3 million. Deliveries will begin in May from the P-S Bessemer, Ala., plant.

• *Missouri Pacific.*—Ordered 357 new freight cars at a cost of more than $8 million. Included are 200 70-ton insulated box cars, equipped with load dividers, cushion underframes and roller bearings, to be built by Pacific Car & Foundry; 157 86-ft, high-cube roller bearing box cars for automobile parts to be built by Greenville Steel Car. The new order brings to 1,557 the number of new freight cars being purchased by the railroad and its subsidiaries so far this year.

LOCOMOTIVES

• *Delaware & Hudson.*—Ordered 16 2,250-hp diesel-electric locomotives, at a cost of $208,000 each, from General Electric.

• *Great Northern.*—Will order nine 3,600-hp SD45 diesel-electric units from EMD for July delivery.

• *Santa Fe.*—Ordered 40 3,600-hp F-45 diesel-electric units from EMD at a cost of approximately $12 million. Units will be used in freight service and will be geared for speeds up to 90 mph. Deliveries will begin in June.

ORDERS AND DELIVERIES

• *Orders and deliveries.*—New freight cars ordered in February totaled 5,614, compared with 4,767 in the preceding month and 3,379 in February 1967. In addition, 126 cars were ordered to be rebuilt in February at a cost exceeding 50% of comparable new car cost. Cars ordered rebuilt in January totaled 1,196; rebuild orders in February 1967 totaled 621. Deliveries of new cars totaled 5,754 in February, 4,713 in January, and 8,101 in February 1967.

TRANSIT

• *Chicago Transit Authority.*—Awarded the sub-contract for electric propulsion and braking systems on the 150 new cars Budd is building for CTA to General Electric. The systems will be similar to those GE furnished for the 2000-series of cars CTA acquired three years ago.

• *San Francisco Municipal Railway.*—Is proposing purchase of 60 96-ft-long articulated streetcars with 390-passenger capacity. German carbuilders may be approached.

• *Washington Metropolitan Area Transit Authority.*—Awarded a contract to Louis T. Klauder and Associates, Philadelphia, for mechanical design of the Metro car. Subcontractor for industrial design will be the firm of Sundberg-Ferrar of Southfield, Mich. The contract provides for development of final design plans and specifications by October 1969.

YOU OUGHT TO KNOW

Railroaders get some tips on self-improvement

AAR President Thomas M. Goodfellow, addressing the Railroad Transportation Institute in Washington March 28, listed seven areas where, he said, railroaders "can stand some improvement." "1. Let's stop kidding ourselves. . . . Let's recognize the fact that few people understand 'the railroad problem,' many are not sympathetic, and most just don't give a damn. . . . 2. Let's believe in ourselves. What we believe affects what the public believes. . . . 3. Let's win public approval . . . abandon the past in favor of the future. . . . 4. Let's get fit for the challenge ahead. Doing the same old thing in the same old way is hardly the answer. . . . 5. Let's work to solve policy inequities. . . . We can do much better with the general public, congressmen, editors, government administrators and everybody else if we toss the crying towel on the trash heap and dedicate ourselves to constructive action. . . . 6. Let's step up research and sales promotion. . . . 7. Let's have foresight on the future."

Commuters, mergers—and the federal role

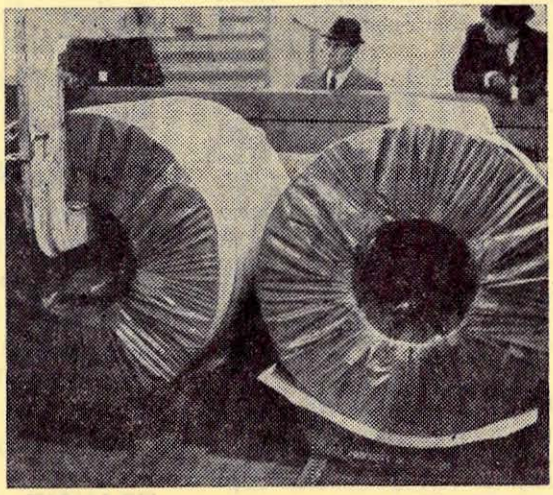
For three days, the Senate Housing and Urban Affairs Subcommittee heard witnesses testify on the effect of railroad mergers on commuter service. When it was over, Senator Harrison A. Williams, Jr. (D.-N.J.), who initiated the hearings, found "strong indications that we'll have to continue and expand the existing mass transportation capital grant program. . . . and in a good many cases, some form of operating assistance will be required." He also held out the possibility that the ICC will be asked to include protective conditions for commuters in future merger decisions.

Transit gets moving in Philadelphia

After years of discussion, the way has finally been opened for construction of two extensions to Philadelphia's Broad St. subway—a 6.4-mile northeast extension, and a 1.2-mile segment to the south. Available local funds come to $87.3 million; the rest of the estimated $109 million cost will come from federal and state sources. Meanwhile, the first of the 75 Budd cars for the Delaware River Port Authority line has come off the assembly line. Operation should begin this fall.

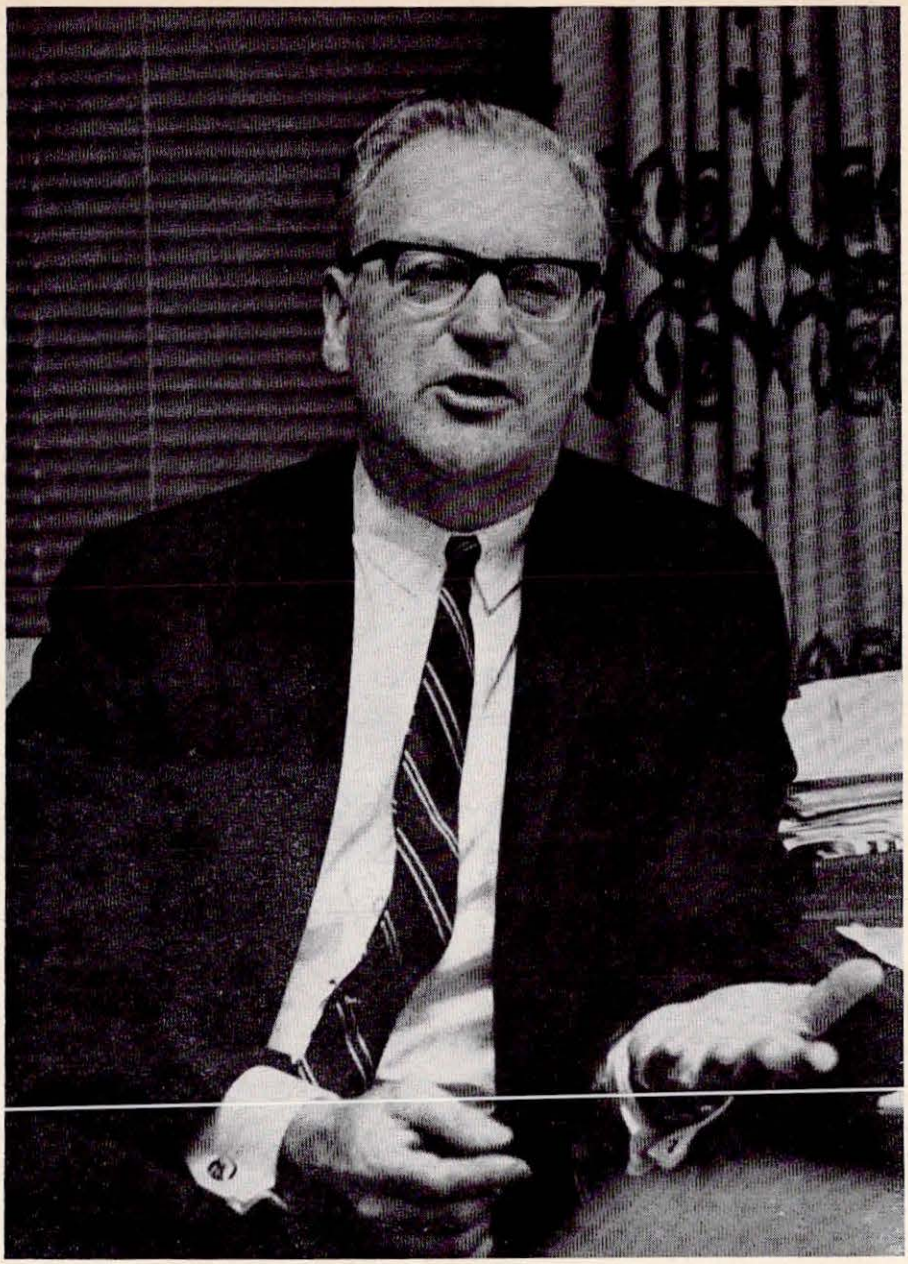
Buckeye buys into Mexican plastics manufacturer

The desire for new markets and greater utilization of its dies and molds has prompted Buckeye International, Inc. of Columbus, Ohio, to buy 60% interest in Plastico Comercial Mexicano, a Mexico City plastics manufacturer. The Mexican company is a custom moulder of plastic components for industry, and also manufactures consumer products such as dinner ware, pitchers and trays.



CB&Q raises gondola payload 25% for coils

A specially-equipped Burlington gondola permits side-by-side loading of aluminum coils and a 25% payload increase. Burlington engineers gave a standard 52-foot, 100-ton gondola 14 movable V cradles with pins that drop into longitudinal floor tracks to fit coils of any size. Cross bars keeps the coils from moving. And portable side adjusters allow loading of flat aluminum sheets to fill partial loads of coils. Burlington marketing men report the new loading process is four times faster than blocking and bracing coils in box cars.

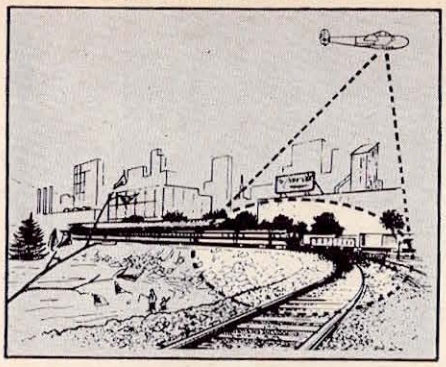


WILLIAM J. RONAN, CHAIRMAN
Metropolitan Transportation Authority
New York, N.Y.

"The MTA has been directed to develop a network of mass transportation facilities to serve not only the present needs but future growth of the world's largest urban region. This commitment to progress requires us to keep abreast of the very latest technological advances in the railroad industry and of enlightened policies and practices in railroading throughout the world.

"We look to Railway Age as an indispensable and invaluable source for keeping us up to date on the many exciting changes taking place in the field of railway transportation today."

Circle 19 on coupon Page 40



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Advertisers' Index

ACF Industries, Inc., American Car & Foundry Division . 20-21
Acushnet Process Company 44
Atchison, Topeka & Santa Fe Railway System 13
Berwick Forge & Fabricating Company 9
Canadian Pacific Railway Company 38-39
Collins Radio Company ..... IFC
Ex-Cell-O Corporation 35
General Railway Signal Company 6
General Steel Industries, Inc. ..... BC
Gustin-Bacon Division, Certain-Teed Products Corp. 10
Hercules, Inc. 16
Hurd Aerial Surveys, Inc., Mark 50
International Car Corp. 41
International Nickel Company, Inc., The 17
International Steel Company 3
Johns-Manville Corporation 22-23
Kaiser Aluminum & Chemical Corp. 42
Pullman-Standard, Division of Pullman, Inc. 14-15
R.C.A. Rubber Company, The 43
Safety Electrical Equipment Corp. 4
Shell Oil Company 36-37
Speno Railroad Ballast Cleaning Co., Inc., Frank 50
Timken Roller Bearing Company, The, Railroad Division . 18-19
WABCO-Railroad Friction Products Corporation 22-23
WABCO-Westinghouse Air Brake Company 22-23
Waugh Equipment Company ..... IBC

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VIEWPOINT

Who has a positive program for passenger service?

The gentle winds of change are once again blowing up a storm—over the railroad passenger business, its glorious past, its sorry present and its possibly-hopeless future.

To a railroad man, one who suffers with the problem day in and day out, the whole thunder-and-lightning bit must seem so unnecessary, so wasteful of energy.

Why should there be such public outcry over a service that few people use, and that most of those criticize even as they use it? Why can't there be public recognition that the attractions of (a) private-automobile travel and (b) jet airliner travel are, at least for now, insurmountable? Why should railroad men, from chief executives on down, have to worry to such a disproportionate extent about an aspect of their business that accounts for only about 5% of their sales? Why do people assume that the railroad industry is falling apart because the passenger business is dying? Why do people take developments such as the New Tokaido Line as evidence that railroads overseas are really in great shape, when so often the reverse is true?

Questions lead to other questions. Thus, there is concern today over what—if anything—the railroads should be doing, individually or as an industry, to get the facts before the public.

There are those who call for development of a formal program, designed to promote acceptance, trust, belief, support. There are also those who argue that a hard-core of critics will never abandon its position, and that it is a mistake to call further attention to a problem which is (a) negative in its surface implications and (b) perhaps becoming less important as time goes by.

It is extremely difficult to assess the importance of the rail passenger "problem" in the context of other industry problems. Those who know the business find it hard to view the critics with anything but a "you-can't-be-serious" look. But doubt lingers.

AND NOW—GOVERNMENT PARTICIPATION

Perhaps it is time for the critics—or the industry—to come forward with a positive program for the rail-based movement of passengers. Few, if any, of the programs advanced thus far can qualify as "positive." One exception might be the Northeast Corridor demonstration project—in which government participation is a key element.

Ten years ago, a suggestion that government might become involved in rail passenger operations would have produced—did produce—strong opposition from within the industry. Since then, government has indeed become involved, in a number of commuter-type operations and in the long-haul Corridor project. Government participation is being sought today in areas where it would have encountered the most powerful opposition a decade ago.

Railroads are facing a form of reality now: Deficit operations have to go. What remains is for the public to face a similar kind of reality: If the provision of rail-based passenger service is in the public interest (and it may well be), it will have to pay—or be paid for.

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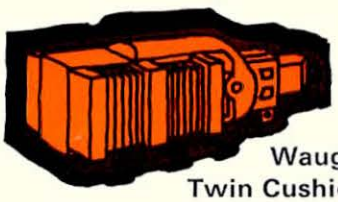

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Circle 3 on coupon Page 40